G

WAT

REPORT

OF

MR. THOMAS E. BLACKWELL,

VICE-PRESIDENT AND MANAGING DIRECTOR

OF THE

GRAND TRUNK RAILWAY COMPANY OF CANADA.

FOR THE YEAR 1859.

LONDON:
WATERLOW AND SONS, PRINTERS, CARPENTERS' HALL, LONDON WALL.

1860.

REPORT

OF

MR. THOMAS E. BLACKWELL,

VICE-PRESIDENT AND MANAGING DIRECTOR

OF THE

GRAND TRUNK RAILWAY COMPANY OF CANADA.

FOR THE YEAR 1859.

LONDON:
WATERLOW AND SONS, PRINTERS, CARPENTERS' HALL, LONDON WALL.

1860.

PUBLIC ARCHIVES
OF CANADA

To the Directors of the Grand Trunk Railway Company of Canada.

LONDON, DECEMBER, 1859.

GENTLEMEN,

Twelve months having elapsed since I had last the pleasure of submitting to you a Report on the position and prospects of the Grand Trunk Railway, I avail myself of the opportunity now afforded, by my presence in England, of again placing in your hands a report of our proceedings in Canada during the past year,—a year which, having witnessed the completion of the Provincial Railway system, with its Victoria Bridge across the river at Montreal, will occupy in the future history of Canada an important and conspicuous place.

Completion of the Line.

When I last addressed you I expressed the confident hope that by the close of the present year our works in progress would be nearly, if not altogether, completed; and I have now the satisfaction of informing you that before I left Canada (near the end of last month) I travelled the whole distance between Detroit and Portland—the opening of the section between St. Mary's and the first-named city having taken place on the 21st ult.—so that we are now in possession of that long-desired continuity of line between the waters of the Upper Lakes and the Atlantic coast, to which we have from the beginning been looking as the turning-point in our progress towards a successful development of the undertaking. The Victoria Bridge, at the time of my departure, was still unfinished, but I confidently believe, judging from the condition of the works when I left Canada, that this break in our continuous line no longer exists; as before leaving Montreal, I travelled through the Bridge, and by this time I have no doubt that our cars are running direct between Portland and Sarnia.

Time required for the advantages of the Line to become known.

Although, however, the Grand Trunk Railway has thus at length achieved the long desired position of being able to carry, without break of gauge or bulk, upon a line upwards of a thousand miles in length, the productions of the West intended for export to the Eastern States and to Europe, and the imports and manufactures therefrom intended for

consumption in the Western country; we should be premature were we to attempt to form an estimate of the "through" business of the Road from the coming winter's traffic; or to seek a test in the results of the first six months' operations of what may be expected from this source, as our new route becomes known. I say a test of what may ultimately be expected, as it is obvious that time will be required for the development of this new channel, and before its advantages are appreciated and adopted by the public. All past experience has proved that by degrees only can the traffic of a country or district be diverted from old courses to new ones, and therefore it is not to be expected that an immediate consequence of the opening of the "through" line, we now have, will be the total flowing to the Grand Trunk Railway of traffic which, for years past, has sought other roads; but I am nevertheless convinced, from observations made during my recent numerous visits to the West, that the freight business of this winter, traversing the whole length of our line from Detroit to Portland, will be of an exceedingly satisfactory character, though falling far short, for the reasons I have just given, of what may be expected when the advantages of our line make themselves more known.

Again, as I wish to guard against any erroneous conclusions as regards the success of the enterprise from the result of the business of this winter, consequent on the opening of the through line, it has to be borne in mind that on the occasion of my last addressing you, the Province and the Northern States of the Union were suffering from an unexampled depression in their commercial condition, the effects of which are still felt, particularly in the competition which is the sure attendant of such depression, and which forms one of the most difficult questions to be dealt with in the management of railways in America, owing to the ruinously low rates which prevail for a time wherever rivalry exists. And although the Continent generally has been blessed this last season with a bountiful harvest, still the previously collapsed condition of the commerce of the whole country having reduced the finances of America generally to so low an ebb as in 1858, one year of an abundant harvest and consequent commercial prosperity will not suffice to restore the condition of things to the buoyant state anterior to the crisis of 1857, and for a short period therefore our anticipations in reference to the amount of the through traffic which was originally expected to flow to the line on its opening "through" will necessarily remain unrealised. I particularly mention this, being well aware that the expectations of the proprietary in this respect have been led to be of the most sanguine character. Nevertheless, the gradual restoration of the country to its former healthy commercial state, the traffic created by the additional ocean and coasting steamers required to meet the increasing wants of the Province, all lead me to have no hesitation in expressing it as my firm conviction that this Company, as a commercial enterprise, has passed its worst days, and I point with satisfaction to the weekly returns of the past few months in corroboration of this belief.

Competition with other Railways, and

Much, of course, remains to be done, as we shall have still to contend with the prestige of the old routes, and consequently find ourselves engaged in a competition with our American Railway rivals; but I entertain no fear of the ultimate result, as the facilities of

transportation by the Grand Trunk Railway from the upper lakes to the ocean to all other routes are immeasurably superior, and cannot be questioned. I have referred to the prospects of competition with rival railway companies, whose roads run nearly parallel with our own, and with whom, during closed navigation, we shall have to contend for the Western traffic of which I have been speaking; but I am happy in being able to assure you that the managers of the Great Western Railway are with ourselves fully determined, so far as lies in our power, to prevent it, that the battle ground of this competition shall not be in Canada, nor fought with British capital; and with this view I have to report that we have concluded an agreement for a division of all traffic between stated points, thus precluding, as we hope, the possibility of any competition between us for traffic common to both, and which, from the facilities of transhipment which the two Companies will be able to offer, both at Detroit and Sarnia, must in time be induced through Canada rather than by the more southern lines. At this end we are aiming, and when I mention that in the interior cities of the Western and South Western States there are firms which have already ordered the whole of their goods from England *viâ* the Grand Trunk to Detroit and thence to Cincinnati, for points south and west of that city, I think there can be no doubt of our road becoming one of the chief and most favoured routes to the West from Europe.

Working agreement with Great Western Railway.

As regards the traffic from the West, we have long been made aware of the fact that if the same monetary facilities were not afforded Western shippers of produce to the New York and Boston markets, or intermediate ports, such as Buffalo or Oswego, as were granted them at present by parallel lines, we could never expect these shipments *viâ* Canada, and therefore it is with much satisfaction that I am able to state that arrangements are in course of completion for making advances on shipments to Toronto, Kingston, Montreal, Quebec, or Portland, on depositing at the place of shipment the bills of lading with accredited agents. The importance of this arrangement cannot be over-estimated, as we are now at every point well qualified to compete successfully with these parallel lines for this Western traffic, and under similar arrangements we shall be able to transport from the cotton districts of the Mississippi their produce for manufacture in the New England States, and also that for export to Europe. In these general remarks I have referred only to our competition with other railways, but it is with the River and Lake carriers that we shall find the greatest rivalry for some time to come, as will be readily understood when I mention that during the past summer they have been taking flour from Hamilton and Toronto to Montreal for 15 cents per barrel, or $1.50 per ton, or less than ½ cent. per ton per mile. The general merchandize has averaged between the same ports from $2 to $3 per ton. Our lowest rate during the same period has been from Toronto to Montreal, 25 cents per barrel for flour, and $3.50 for general goods. Mr. Pennington, the Goods Manager, in a report addressed to me on the subject of competition, says (see Appendix B), that the most severe competition is at present between Montreal and Quebec, the navigation between these points being free and uninterrupted by locks; and that it still remains a question whether the rail can compete

Arrangements for advances on shipments of produce *via* Grand Trunk Railway.

Competition with Lake and River craft.

with the water between these points for heavy traffic, the existing rates being $1 per ton for 180 miles; but for the Western trade the completion of the Victoria Bridge will enable us, as it is "back loading," to carry it at rates which will leave a profit. Without the Victoria Bridge, continues Mr. Pennington, the Grand Trunk Railway could never have had any chance of being a successful undertaking; but as through its instrumentality, the Company is able to transport goods 1,400 miles, from the Atlantic to the Mississippi, with but one transhipment, and with a saving over all other routes of five days, there can be no doubt about its becoming the great carrying route between the Western and the New England States, and, I may add, Europe.

Wharfage accommodation at Montreal, Quebec and Portland.

I stated in my last report that continued efforts on our part were required to afford the necessary accommodation at the Eastern outlets of the Railway for shipping the produce collected from the interior and *vice versa;* the contracts for the construction of the Railway not including either at Montreal or Quebec any suitable access to the shipping, consequently a very considerable portion of my time during the past year has been occupied in accomplishing these absolute necessities. Portland also, which for nearly six months in the year is our Atlantic port, has had to be provided with similar accommodation; and I am happy to say that the money expended in that city has been productive of the most satisfactory results, as the improvement at Portland has been both rapid and solid,—for while the Company has built extensive wharves to secure a rapid and easy interchange with the weekly line of Ocean Steamers to Liverpool and with the Steamers which constitute our best freight connection with Boston, other parties have gone on and completed improvements of a similar character, and in such a manner as greatly to enlarge our facilities for business by means of steamers with New York and other ports on the Atlantic coast of the United States, as well as with Bangor, Maine, St. John, N.B., Halifax, N.S., and the other ports of the Eastern States and Provinces. Indeed Portland may be said to have within its magnificent harbour, accommodation second to none on this continent as regards wharfage, anchorage, and depth of water, suited alike to the *Great Eastern* and to every other class of vessel.

At Montreal and Quebec—the chief commercial centres of Canada for export and import—we have, from the inconvenient localities selected for our station grounds, suffered great disadvantage and some loss. While, however, it was evident from the first that communication must be had with the business part of the former city and with the shipping in its harbour, there have existed considerable difficulties in the selection of a site calculated to meet all the requirements of the case; but I now trust that the result of long continued negociations which we have earnestly pressed with the various local authorities and public bodies interested may be said to have secured the greatest possible advantage to all. But great as have been the difficulties which arose out of conflicting opinions respecting the site of the proposed station in the city, owing to the very limited space available for station grounds, arising chiefly from the rapid growth of the city since the commencement of the railway system, and the cost of such site, I am happy to say that they have been thoroughly appreciated, both by the Harbour Commissioners and by the

Corporation of the City of Montreal, and through their instrumentality the difficulties have been considerably lessened, so far as this Company has been concerned. The Harbour Commissioners grant the Company a space of 10 acres of land to be reclaimed from the river, and they also undertake to establish wharves for a space of 1,500 feet in length, to be in immediate connection with our depôt, and which will, it is considered, in winter, form a barrier to the ice, and thus protect our buildings, which will be on the south side of the canal, from any chance of damage by the moving of the ice in the spring and fall. The Corporation has appropriated a sum of money for the purchase of a suitable site on the north side of the Canal for the passenger and the smaller local freight business in a locality well adapted for the purpose—but I must say somewhat circumscribed.

At Quebec, or rather as you will have before understood at Point Levi, which is on the south side of the River St. Lawrence and opposite to Quebec, there have been great difficulties of a local character to contend with in the range and sweep of the tides, and the works necessary for our purposes have therefore been very expensive, because of the long flat foreshore of the River on the south side, so that only in the exceptions to this form could economical works be constructed; and advantage of these exceptions, wherever found, has been taken by the Company. For the accommodation of the general shipping of the Port, there are several jetties connected with the Railway, and considerable facilities are thereby afforded, but they are deficient in area of wharfage, where most required, viz., immediately contiguous to the vessels when loading or discharging. In order that the Company may be in possession of ample room for the requirements of the anticipated traffic, we have become subscribers to the St. Lawrence Warehouse Company to assist in expediting their works, and we have also become thereby lessee for a term of years, with exclusive possession of one of its jetties, which will be completed in time for the reopening of navigation next season. In addition to this, I have also taken advantage of a recent opportunity to acquire the right of the only available level ground adjacent to our station (the contiguous land being rock-cliff rising almost perpendicularly from high-water mark to the heighth of 150 feet), and to which space, at some future time, if not required for station purposes in the meantime, we may find it more advantageous to remove our locomotive establishment from Hadlow Cove.

Intercommunication between Europe and America, *viâ* the Grand Trunk Railway.

In the reference made to Portland and Quebec, it is desirable to remark upon the great advantages in every respect afforded by the Montreal Ocean Steamship Company's line. Apart from the vessels themselves, which are all that can be desired by the trans-Atlantic traveller, the fact of their route being almost in the line of the great circle of the globe which traverses Liverpool and Quebec, their transit is necessarily shorter than any other line of navigation between these points. The actual sea distance between Liverpool and Quebec is that ranging between Torcy Island and Belle Isle, a distance of only 1,560 miles, which is occasionally performed in five days and a few hours. Nor can I omit to mention in connection with this ocean service, as part of a through communication between England and New Orleans, that now the Grand Trunk is completed, a railway communication is thereby established from the Gulf of the St. Lawrence to the Gulf of

Mexico, by which a saving of four days will be effected over all other lines between Liverpool and New Orleans. It is a gratifying fact to record that no sooner was the road announced as ready, than the Governments of the United States and Canada at once so perfected their mail arrangements as to enable them to take advantage of this new route by the first steamer from Portland, on the 26th ult., (although the road from Detroit had only been opened on the previous Monday,) when the whole of the western and south-western mails, with dates as follows,—Detroit, 24th November; Cincinnati, 23rd November; St. Paul's, Missouri, 21st November; and New Orleans, 19th November,—were despatched to Europe; and had the steamer *Hungarian*, which conveyed these mails, called at Cork as intended, the above dates would have been in the possession of Liverpool, London, and Glasgow on the ninth day after leaving Portland. As it was, however, they were delivered in London in less than 12 days from the time of leaving Chicago. These facts are incontrovertible, and I am pleased to find that in this country they are being properly appreciated, as the representative of the Canadian Government, the Honourable Sidney Smith, Postmaster-General, has succeeded in concluding arrangements with the English post-office authorities for sending mails, *viâ* Ireland, to Portland in the winter, and Quebec in the summer. Under the same arrangements the mail clerks now accompany the mails sent by these vessels across the Channel, and assort the letters on board, thus saving every possible moment of time; and I have reason to believe that the continental mails generally will be despatched by this new route, by which, as I have before stated, a saving of four days will be effected.

The Mineral resources of the country.

Allusion has already been made to the iron ores of St. Maurice. Iron ores exist in great abundance in other parts of the country, and not only these, but a number of other minerals of economic value cannot fail ultimately to become tributary to the increase of traffic on the road. The Canadians are only beginning to understand the value of their mineral resources, and the skill required to give to such substances of this class as have been discovered, the forms necessary to render them applicable to the purposes of life has yet in a great measure to be introduced into the country. The introduction of this necessary skill will, of course, be gradual, but an enumeration of the substances to which it can be applied will make it evident that they must ultimately contribute in a considerable degree to the support of native industry.

The very interesting particulars in reference to the economic materials with which Canada abounds, detailed in the subjoined note,* I have gathered from the recent able reports

* The prolongation into Canada of the Green Mountains (a part of the Appalachian chain) constitutes a mineral region of much importance, extending from Lake Champlain to Gaspé. Between Island Pond and the St. Lawrence the road intersects this region transversely, and while several longitudinal valleys will afford facilities of conveyance for the products of the region for any practicable distance on each side of this portion of the road, transverse valleys come out upon that part running between Richmond and River du Loup, which flank the region the whole way,—in some parts touching it.

This region abounds in excellent roofing slates, which are beginning to be worked, and have been conveyed along the whole length of the road, and as far west as Chicago. Large intrusive masses of white granite afford a material for the purposes of construction equal to that of Devonshire and Cornwall, or of Aberdeen, and similar in character to some obtained on the sea-board of New England, and so extensively used in Boston and New York. A range of serpentine like that of the Lizard, traced for

of Sir William Logan and his staff in connection with the geological survey of Canada, now making under his direction. The value of this information cannot be over-estimated, and the province shews a wise liberality in providing the means to enable this survey to be completed in all its details, as there can be no doubt that the country is bountifully supplied with minerals which, when made known through the instrumentality of these valuable investigations, will open up a branch of industry of the highest importance to the country and of the greatest consequence to the railway, by providing a source of traffic at present practically unknown to us. Nor can I omit to mention the very valuable information afforded by the elaborate topographical surveys which also form part of the labors of the geological commission, and of which advantage has been taken on several occasions to aid and guide in the selection of the lines of the railways and canals of the country.

---

nearly 300 miles, and beds of calcareous rock, will yield a diversity of variegated marbles. Thick beds of soapstone, potstone and whetstone exist abundantly in this region. In some parts the strata present important masses of magnesite or carbonate of magnesia, the only known substance yielding a cement capable of resisting the decomposing action of sea-water, and at present manufactured in France from the sea for this application at a cost of 30 dollars per ton.

Indications of the ores of copper mark the region in a great number of places. In Megantic County, within 16 miles of the line, these are so abundant as to have induced the formation of an English company, with a capital sufficient thoroughly to test the ground in Leeds, and other mining operations have been continued for two years with, it is said, a fair prospect of success. Within half a mile of the road at Acton a remarkable mass of the variegated and vitreous sulphurets of copper has just been opened, from which have been quarried in the course of a few weeks nearly 100 tons of about 30 per cent. ore, and while a mine has thus been commenced giving at once a profitable return, the prospects exposed by the work are of a most promising and important character. Highly argentiferous lead ore has been met with, but not in large quantities. Gold is widely spread over the region, but apparently too thin to be made available. Chromic iron ore, one of the minerals usually accompanying gold, occurs in beds of some promise.

Among the minerals of the region above described are the magnetic and specular oxides of iron, occurring in beds of some importance; but the great iron-bearing rocks of Canada, of the same age as those of Sweden, are associated with the Laurentide Mountains, which occupy the north side of the St. Lawrence and the Ottawa, and extend from Labrador to Lake Huron. In many parts of this range beds of iron ore of from 10 to 500 feet in thickness occur, containing from 60 to 70 per cent. of pure metal. Several of these have been worked, furnaces have been established at Marmora and Madoc, and from a mine in the rear of Kingston 30,000 tons of remarkably rich ore have within two years been shipped to Cleveland, in the United States, where it is in great request. In certain bands of crystalline limestone, belonging to the same range, veins of lead ore exist, often apparently of workable character, and the same limestone yield variegated marbles and rock masses of Rensselærite, a mineral about as hard as limestone, but resembling soapstone, and applicable to the same and some other useful purposes. In the same calcareous bands occur plumbago and mica, with phosphate of lime, in workable quantities, and traces of corundum or emery have been met with.

The Grand Trunk Road runs at a variable distance along the flank of this mineral region, between Kingston and Lake Huron, and there occur near and under the road in many places, not only in this part, but in its whole extent from Sarnia to River du Loup, bog iron ores, building stones, white and red brick clays, extensive deposits of peat, with occasional fresh-water shell marls. Petroleum springs exist in the western district, from which large quantities of illuminating and lubricating oils are produced, and shales occur in several places containing from four up to eleven per cent. of bitumen.

The important copper region on the shores of Lakes Huron and Superior, though somewhat removed from the road, will not fail to have a beneficial influence on it. The nearest coal to this copper region is contained in an area of about 1,200 square miles, in the centre of the southern peninsula of Michigan. Saginaw Bay, on the west side of Lake Huron, about fifty miles from Sarnia, makes an incision into this carboniferous area, and though no coal seams have yet been worked upon the coast, a band of limestone, which immediately underlies the coal field is known to come out upon the bay, constituting some of its islands and points. In other parts of its extension in the interior of the country coal seams have been met with at no great distance above this band, and the probability therefore is that coal will be worked either on the shore of the lake or at no great distance from it; and some part of Saginaw Bay thus appears to be the position naturally destined to become the Swansea of this metalliferous region.

Mileage of the Line.

I may now proceed to state that the mileage of the Grand Trunk Railway system will on its completion be as follows:—

	Miles.
Rivière du Loup to Chaudière Junction	118½
Pointe Levi to Richmond	95½
Portland to Island Pond	150
Island Pond to Point St. Charles, including the Victoria Bridge	144
Point St. Charles to Toronto	333
Toronto to Sarnia	169
St. Mary's to London	20
Miles	1030
Port Huron to Detroit	60
Total mileage	1090

Three Rivers and Arthabaska Railway.

To this has to be added—as being part of the system—the section between Three Rivers and Arthabaska, towards the the construction of which this Company subscribed, under the conditions of the Relief Act of 1856, the sum of £125,000. The balance about £65,000, of which the City of Three Rivers subscribe the sum of £40,000, will have to be provided from other sources. The municipality of that city has from the first taken a lively interest in the accomplishment of a work which connects it with the chain of railway communication, not only with its sister cities in the Province, but also with those of the Eastern States of the Union, in which markets it fairly looks for the disposal of a very large proportion of the products of its fine back country, the St. Maurice Territory, abounding in lumber, and containing very valuable iron ore, which affords the chief source of supply to the whole of the Canadian railways for their wheels and fine castings. This branch will, I fully expect, be completed in the course of the ensuing year.

The Detroit Extension.

The intermediate section between Sarnia and Detroit, the mileage of which has been included in the above-mentioned figures of 1090 miles, is to be worked by this Company, as has been already published, at the rate of 50 per cent. of the gross receipts, and therefore this extension to Detroit—the point from which diverges all Eastern-bound traffic—becomes the natural Western terminus of the Trunk Railway.

You are aware that the Company's powers do not extend beyond the Province of Canada, and that therefore a separate Company was needed, with the necessary powers from the United States Government to construct a line from Port Huron opposite Sarnia to Detroit. This was accordingly done under the auspices of this Company, and this essential extension to the Grand Trunk system which was completed, as before remarked, on the 21st November, was under the provisions of the Act of 1857 leased to this Company, an arrangement by which the Grand Trunk Railway obtains the enormous through traffic passing to and from the east and west:—and the returns I have received since my arrival in this country, I am happy to say, afford abundant proof of the

correctness of our calculations in this respect. The country traversed by this line is a flat alluvial plain, now abounding in oak, and other descriptions of hard wood, and which on being cleared proves a most valuable grain producing district.

The gauge of this line was settled by the Directors of the Chicago, Detroit and Canada Grand Trunk Junction Railway Company to be the gauge of the State of Michigan, of 4ft. 8½in., so that the cars of the connecting lines, the Michigan Central and Southern, could be run direct through to Port Sarnia, at which point, and at the opposite side of the river, Port Huron, the most complete appliances for storing, elevating, and transhipping produce have been provided. Junctions have also been effected with these railways at the City of Detroit, so that through passengers and their luggage can be transferred from one line to the other on the same platform. The transshipping of produce takes place at Sarnia, where, as before described, every appliance for the purpose has been erected, so that the great *desiderata* with merchants, viz., speed and regularity of transport, have been secured in a pre-eminent degree by the arrangements which have thus been completed between the two Companies.

As it is your intention on an early day to publish a complete statement of the financial position of the Company, and as you have so recently circulated among the Shareholders the last annual accounts of the Company, I confine myself in the present instance to observing on this subject that in my Report of September last year I estimated a million sterling as then required to complete the works; and it affords me pleasure in now being able to state that this estimate will not be exceeded, so far as relates to the works then proposed to be constructed; so that, as before reported by me, the total cost of the whole of the Grand Trunk Railway system will be about £10,000 per mile, exclusive of interest paid, but inclusive of the Victoria Bridge, up to the present time. You are aware that the prospects of business arising from the opening to Detroit and of the Victoria Bridge are such that I feel sure you will concur with me in immediately making arrangements for enlarging our present carrying capacity, by providing additional plant and such other appliances as our experience may prove necessary for developing this freight business, the cost of which, taking as a basis as far as is applicable, the practice on the American continent, may be estimated at £500,000.

Reduction of Working Expenses and Appendices.

The results of the past year's working are of a satisfactory character in every respect, both as regards the condition of the way and works, and the manner in which the service of the trains in every department has been carried on; and with the view of laying before you the fullest particulars in respect to the present condition of your undertaking, I have appended to this document the reports of the several heads of departments, addressed to me; and I cannot omit this opportunity of again thankfully drawing your attention to our most remarkable freedom from accident over the long length of Railway we have had in operation.

In the Assistant General Manager's Report (Appendix A), it will be observed that since June last our receipts have had an upward tendency, showing in the subsequent

four months an increase over the corresponding period of the previous year of 10.69 per cent.; and from that time to the period of my departure, the returns shewed each succeeding week a considerable increase over last year. Statements Nos. 1, 2, 4, and 7, appended hereto, show receipts of our traffic and expenditure during the past year, and from the Reports of the Divisional Engineers, D, E, F, in the Appendices, it will be observed that the line generally is in good working order.

Engineering details.

On the subject of the Engineering Department of the line, I may state that the drainage of the line, though not perfect, is generally efficient, although in certain districts it is still a constant cause of petty litigation between the Company and the owners of adjoining land. It has been found necessary to execute many works not previously contemplated,—the new country through which the line runs rendering it impossible in all cases to settle with correctness the proper sites for the stations and still more difficult to arrive at the correct estimate as to the amount of accommodation each depôt would require. In addition to this it has frequently been found necessary to provide accommodation for storing grain and flour which otherwise would have found its way to the water, and these extras have caused an expenditure which in future years will be unnecessary.

Referring especially to the Portland Division; during the past year much has been done to render it thoroughly efficient by substituting for the wooden bridges, which had in several instances been rendered by time unsafe for traffic, structures of a superior description either of iron or timber covered with iron. Many rails have been renewed and the extension of the wharves at Portland is ample to meet the requirements of the Company as regards the shipping for years to come. The line is now in good working order, and with a moderate expenditure next year in rails, ballast and fencing, will require no further outlay.

On the Eastern Division between Montreal and Island Pond renewals of bridges have been almost as extensive as on the Portland Division; these are, however, now completed with the exception of Brompton Bridge, and this will be erected during the present winter. For a classified statement of these bridges I beg to refer you to Appendix 5. The works at Point Levi are progressing satisfactorily, and when finished there will be little cause for outlay on this division beyond actual maintenance. This charge may be, however, heavier than on the Central and Western Divisions because of the greater severity of the climate and of the steeper gradients to be overcome, and also from the fact that a greater amount of freight is likely to pass over these Eastern Sections than any other.

The Central Division is in good working order, the only extensive work executed this year being the protection of the line west of Cobourg from the inroads of Lake Ontario. This is still far from being permanently secure and I fear that we shall yet have to divert the main line at this point in a manner somewhat similar to the Duck Harbour. The necessary alterations at Point St. Charles, by reason of the approaching completion of the Victoria Bridge, are progressing rapidly to a close; and as these arrangements are intended to include the traffic formerly accommodated at Longueuil, a large saving in the expenditure of all departments will be effected. The line gave way in the

Lachine Swamp, four miles from Montreal, in the month of May last, which caused an interruption of three days to the traffic. Since then, by laying down a system of longitudinal timbers, much of the risk of such accidents has been removed; and I propose to extend this plan over the whole swamp, where we are still liable to such interruptions.

The Western Division, especially that portion between Stratford and London which has been maintained by the Company's men, is in excellent order. There have been no new works of any importance upon this district, with the exception of the extra buildings required by increasing traffic.

Now that the works on the old Atlantic and St. Lawrence, and St. Lawrence and Atlantic Railways are put into efficient order, I do not calculate upon any considerable expenditure on any section, excepting as before remarked for the renewals of rails; but the recent establishment of repair shops will tend materially to lighten our requirements in this respect; and the approaching completion of the Rolling Mill at Toronto, with the proprietors of which we have entered into a contract for renewals, will enable us, with the stock which I have arranged to be sent from England, to go on for a considerable time, without further supplies, so that it may be expected that the future, with the maintenance in our own hands, will show a large reduction in the cost of keeping the line in good and efficient order.

As regards new works I have to report that the Eastern extension from St. Thomas to Rivière-du-Loup is completed in the style of our best existing works, the masonry and bridges, also the buildings and the drainage of the line being excellent, and the works generally being constructed with due regard to the severity of the Lower Canadian climate. Arrangements for working the road during the winter by contract, as an experiment, are now made, and I think we shall find, that they will be attended with success; the cost of working will by this means be reduced to the lowest possible figure, while, at the same time, the accommodation needed by the inhabitants resident along the line will be fully afforded, and the Company thereby informed of the probable future traffic to be expected from this district, which is thus proposed to be separated from all that lies to the westward of the Chaudiere Junction near Quebec, as all the circumstances, including those I have mentioned, are quite exceptional to the average character of the line, it is necessary to remark that the proceeds of this length of 110 miles will not be included in the published weekly returns, but will appear in the annual reports and be charged accordingly to profit or loss, at the end of the year.

Between St. Mary's and Sarnia there have been many engineering difficulties to encounter, yet they have all been successfully surmounted and the line now promises to become one of comparatively easy maintenance. In all instances the abutments and foundations of the bridges have been put in for a double track. At the last-named place the Company wisely became the purchasers of a site of land, so that at this point, where all the transhipping takes place, and which at no distant day will become, I have every reason to believe, one of the largest commercial depôts in the province, the Company properly provided itself with an area of ground sufficiently capacious, and well adapted for

the purposes of the traffic for years to come, and will be able to afford most advantageous positions for manufactures, at a point admirably adapted for the purpose.

The line from Port Huron to Detroit, which I only mention here because the maintenance will by the terms of lease be included in our annual expenditure, is of a very superior class, as far as workmanship is concerned, and with its easy grades and completeness of construction, I anticipate very little trouble or expense in keeping it in first rate order.

Referring to the new works,—all of which have been carried out in accordance with the stipulations of the Relief Act, and therefore considered, whether the whole ultimately prove remunerative or otherwise, as necessary and conditional to the relief granted by the province,—I would further remark, briefly, that—

The Eastern works are now completed to Riviere-du-Loup, its final terminus; the works from St. Mary's to Sarnia have also been completed, and, including the extra provisions for freight and storage which were necessary on the Western Section at Sarnia, and the additional width of foundations necessary for double track, wherever they were required, the total estimate of both lines has not been exceeded, and the final certificate has been given accordingly.

The Victoria Bridge, as before remarked, is all but completed, and I consider that the anticipation of its completion by a whole year has been economically purchased by the additional payment of £60,000, which thus fixes the total cost at £1,310,000 sterling.

Appended hereto is the Report of Mr. A. M. Ross, the Engineer of the Bridge.

The Accounts of the Company.

The system under which the accounts of the Grand Trunk Railway Company are kept is founded on that adopted by the best European railways, with such modifications as the difference between the railway systems of America and England render necessary. The Capital Account is divided in the Ledger into the usual headings of Works, Buildings and Locomotive and Car Stock. Subsidiary Books are kept, showing the subordinate divisions of these different headings. These Books, as well as the General Books of the Company are balanced every month, and a balance-sheet taken off.

The various accounts of the different departments are sent in monthly, accompanied by schedules, which are certified by the heads of departments. They are then audited, and come before the Board, by whom they are passed. They are afterwards sent into the Accountant's Department, when the cheques for the several accounts are made out and signed by the Vice-President and Secretary, and countersigned by the Chief Accountant.

The accounts of the Company are audited by two separate and independent Auditors, as well as by the official Auditors of the Company, or those elected by the Stockholders, who have a clerk constantly remaining at the office examining the Accounts and comparing the payments with the vouchers; in addition to this continuous audit, advantage is taken of the provisions of the Provincial Act, 20 Vict., cap. 11, which enacts that all railways obtaining the provincial aid shall have their accounts audited by an officer of the Government Audit Board. We are thus enabled to obtain an audit separate and independent from that of the official auditors, by the presence of an officer appointed by the Govern-

ment, who examines every account previous to its payment. In this manner two separate and independent audits are in effect obtained, and a perfect system of checks established.

The reports from the engineers, to which I have been referring, include observations at my request on the subject of letting the maintenance of way by contract, and statement No. 3 shows expenditure on this head. After mature deliberation with my colleagues in Canada, it has been determined as a rule to do away with these contracts, and I look forward to effect a very considerable saving in this large item of our annual expenditure. Maintenance of Way. Contracts terminated.

On the subject of the Locomotive Department, I beg to refer you to the report of Mr. Mackenzie, formerly assistant, and now successor to Mr. Trevithick, and when I state that the very valuable returns appended to that document are an ordinary compilation from the current accounts of the department, I need scarcely comment upon it as being under very close and practical vigilance. These returns were called for in anticipation of your reasonable demands for information at my hands, and I give them as in every respect reliable and trustworthy, and as showing how important it is to watch most jealously and to compare most carefully small differences in the fractional rates of charges, which multiplied into our mileage constitute one-third of our annual expenditure. I cannot refrain while on this subject from remarking that the excellent system of accounts of this department is wholly due to Mr. Trevithick; and although from the nature of the details it of necessity occupies considerable time and some small additional expense for clerical labour to maintain, I feel, after due consideration, that the expenditure is judicious economy, and demanded by the extensive ramifications of our system—in order to check expenditure and encourage, as we are doing, true merit among our staff. Much has been said of the importance of combining in the department of the superintendent of the line everything relating to the running expenses, and I quite concur with this view, so far as relates to the control of the Locomotive Department outside the shops; but as regards the repair and construction of all engines and cars, I think we have acted wisely in leaving these to our Locomotive Engineer, Mr. Mackenzie, who is accountable immediately to the Board. Locomotive Department.

To the economical working of the Railway the best energies of the Executive in Canada have been directed, and when I refer you to Statement H in Mr. Mackenzie's addenda and to the Assistant Manager's observations on the subject of working expenses, I feel that our efforts have been attended with exceedingly satisfactory results. In the former document I find that the total cost of working and repairing per mile as regards the Locomotive Department was in 1857, 30.89 cts., in 1858, 28.07 cts., and in 1859, 25.34 cts., and in the latter document in corroboration of the opinion, I stated in my last report that a very considerable increase in receipts could be secured without much additional cost; it is stated that of the $81.612 additional traffic between last June and October as compared with the same period of the previous year, no additional expense was incurred in carrying this traffic in the general managers' department, and that only about 20 per cent. of this amount was absorbed in the locomotive and car charges. Working Expenses generally.

In further evidence of the great progress making in Canada, both socially and materially, it may not be out of place to give a brief sketch of the principal changes which Progress of the Province.

have been effected in the Colony since 1849, when railway enterprise may be said to have fairly commenced. Within the last ten years the whole municipal system has been thoroughly organised, and is now the most perfect probably in the world. Education is universal, and conducted upon the most approved principles, partly supported by the State, but mainly by local rates. The feudal tenure which existed in Lower Canada has been wholly abolished on equitable principles, and this great barrier to material progress in that section of the Province wholly and for ever removed. The representation of the people in Parliament has been reformed and extended; registration of voters established, and the law of elections amended; while the Upper House has also been based upon the elective principle. The civil and criminal laws have been revised and amended, and the statutes consolidated into a simple code. Reciprocal free trade in national productions has been established with the United States and the British provinces. The Canal system for perfecting the navigation of the St. Lawrence has been completed; and finally, since 1849 Canada, which then only possessed one railway of 16 miles in length, now has in complete operation upwards of 1,750 miles, of which the main trunk line is that of the Grand Trunk Company, whereby the inland navigation and trade of the Great Lakes is secured at all the most important points, and brought over our system to the Atlantic at Portland, and to the ocean navigation of the St. Lawrence at Montreal, Quebec and Rivière-du-Loup. When such results have marked the progress of Canada during the short period of ten years, it gives cause for sanguine hopes that with the blessing of restored prosperity which seems now to have succeeded the commercial distress and bad harvests of the years 1857 and 1858, the progress of the Province will again be rapid and assured—a progress which cannot but immediately and most materially be felt by the Grand Trunk Railway, which now forms the main channel through which the whole trade of Canada must pass.

Concluding Remarks as to ultimate Prospects of the Undertaking.

I have thus endeavoured to lay before you as fully as possible the present position of the undertaking with all its numerous ramifications, and given in a general manner my opinions as to its future prospects. I have spoken as I feel, hopefully, as to the results, but at the same time have avoided going into any details as to the amount of the anticipated traffic during the next twelve months, as such estimates could only be based upon speculative calculations which might or might not prove reliable. A year's experience at least of the capabilities of the line, as now completed, is necessary before any correct conclusions can be formed; but I have no hesitation in stating my belief, that the estimate of traffic made in the original prospectus has not been overrated, and will, as the several and manifest advantages of the line become developed, be more than realised. A reference to that document will show that the amount originally estimated for local traffic was—even with the Victoria Bridge completed—only £420,000 per annum, whereas, during the past three months, our receipts from this source have averaged at the rate of £620,000 per annum. I cannot say that I agree in the opinion expressed as to the amount of the proportionate expenditure, but I have shown that with each succeeding half-year our working expenses have been gradually reduced, and that each exten-

sion to our system has proved that the longer the mileage the fixed charges become proportionately less. Our working expenses have lately averaged only £8 17*s.* 6*d.* per mile per week, and we have been running with light and sometimes almost empty trains, so that when our system is perfected and our arrangements completed for facilitating the transfer of produce and the movement and accommodation of the passenger business, I consider that a weekly expenditure of £10 per mile per week capable of earning a revenue of £18 per mile per week. I have shown that the Grand Trunk Railway is, by its continuity and ramifications, the highway from the Ocean to the West—that the province of which it is the only channel of communication for six months in the year is rapidly rising in its more important commercial features to an extent proportionate to that of the United States, and that therefore, looking at the small amount of capital which has secured the Company such a line, the ultimate success of the undertaking is a matter which, to my mind, is placed beyond all doubt.

In justice to the officers and men employed in our service, and they number 3,000, I cannot omit bearing my testimony to the general desire at all times evinced to promote the interests of the Company; and I entertain a confident hope that the recent adoption of a system of promotion by which persons in the lowest grade may rise to the highest offices of trust in the department to which they belong, will prove productive of the happiest results both as regards the Company and the officers and the men themselves. Of the above number of men, the Locomotive Department employs 1,300, the Traffic Department about 1,000, and the Maintenance of Way, with few exceptions, the remainder.

With a view to render a description of the details I have given above of Montreal, Portland and Quebec completely intelligible, I have appended to this Report a map and Plans shewing the position and dimensions of these principal points of our interchange with the shipping, and also of Kingston, Toronto, Sarnia, Huron, and Detroit,—where also the Company will act wisely in establishing and improving its relations with the water interests, which, as they will in a greater or less measure always exist, ought to be made available to the greatest possible extent of which circumstances will admit. Appendices.

I have the honour to be, Gentlemen,

Your very obedient servant,

THOMAS E. BLACKWELL,

Vice-President and Managing Director.

P.S.—Since the foregoing was written the Victoria Bridge has been opened for traffic, and the following Report from Messrs. Bruce and Stockman, who were delegated by the Executors of the late Mr. Robert Stephenson to inspect the Bridge, has been received.

LONDON, 5TH JANUARY, 1860.

GENTLEMEN,

In accordance with your letter of instructions, dated 7th November, 1859, we sailed from Liverpool on the 12th of November, and arrived at Montreal, *viâ* New York, on the 29th of the same month.

Immediately on our arrival we put ourselves in communication with Mr. Alexander Ross, who expressed his readiness to render us every assistance, and to co-operate with us in the experiments to be made to test the strength of the tubes, and allow us every facility for a thorough examination of the bridge.

In company with Mr. Ross, and Mr. Hodges, the agent of the contractors, we examined the condition of the bridge, as it then stood, and found that under the most favourable circumstances, the riveting could not be completed, and the tubes released from the staging, so as to be ready for testing before Thursday, the 15th of December; and as it was a matter of importance to do nothing which could interfere with the progress of the work, we decided on not beginning to test any of the tubes until the whole were ready Their not being finished at the time of our arrival, gave us a better opportunity of observing the style of work put into them, and the means taken to secure good workmanship. We are in a position to report that everything connected with the arrangements has been most admirable, the work throughout is first class, and will bear comparison with any similar construction in the world. The masonry is of a very superior description, nothing can excel it.

Mr. Hodges made very perfect arrangements for recording the deflections of the tubes under the various tests to which they were subjected, being coupled together in pairs, with the exception of the long one in the centre and Nos. 14 and 15. A train was made up sufficiently long to cover two of them at one time loaded to the average weight of one ton per foot run, and drawn by three locomotive engines. We were enabled by this means to test the deflection of each tube loaded, whilst its twin tube was empty, and also the deflection of each when both were loaded.

The result of these experiments was that the greatest deflection in a 243 feet tube (the length of all but the centre one, which is 330 feet), with a load of $1\frac{1}{4}$ tons per foot run, was one inch, the twin tube being empty. The deflection of Nos. 14 and 15, which at the time these experiments were made were not coupled, was 1.37 with the same load. The centre or 330 feet tube deflected 1.25 inches, with an average load of one ton per foot run. The whole of these deflections are within those given by calculation based upon the most approved formula, and we hope you will agree with us in considering them quite satisfactory.

The contract of Messrs. Peto, Brassey, and Betts, for the construction of the Victoria Bridge, has, we consider, been carried out most creditably. At the time of our examination, nothing remained to be done but a portion of the roofing, a third coat of paint to some of the tubes, the fixing of the hoods on the piers, the completion of the coping on the stone approaches, and the footway through the tubes.

We have the honour to be,
Gentlemen,
Your obedient Servants,
(Signed) GEORGE B. BRUCE,
B. P. STOCKMAN.

To George Robert Stephenson, Esq., and George P. Bidder, Esq.,
Executors of the late Robert Stephenson.

APPENDICES.

MONTREAL, 22*nd Nov.*, 1859.

To the President and Directors of the Grand Trunk Railway Company.

GENTLEMEN,

In my last Annual Report I had the honor of submitting to you an account of the progress made in the construction of the Victoria Bridge, from the commencement to the close of season 1858. On the present occasion, instead of furnishing a detail of what *has been done* during the present year, it will be shorter and more informing to mention the little that still *remains to do* before the Bridge can be regularly opened for traffic.

All the tubes except two are now finished. Of these two (Nos. 14 and 15), the former I expect to be completed within three weeks, and the latter within ten days of the present date. The connection of the permanent way,—already laid to the tenth tube from either end,—will immediately follow: and I fully anticipate that the Bridge will be ready for the trains and general traffic of the Railway by Monday, the 19th day of December next, which may be considered ample time with reference to the close of the navigation.

The period of my connection with this great undertaking is thus rapidly drawing to a close. The present will conclude at all events the series of my *annual* Reports; and I trust to be pardoned for remarking, that it is with feelings of deep emotion I find myself subscribing it in my own name *alone*.

I am,

Gentlemen,

Your obedient servant,

ALEX. M. ROSS,

Engineer.

A.

GRAND TRUNK RAILWAY OF CANADA,

GENERAL MANAGER'S OFFICE,
Montreal, Nov. 1st, 1859.

T. E. BLACKWELL, ESQ.,
Vice-President, &c., &c., &c.

SIR,—In consequence of the changes which have taken place in the management of this Railway during the past twelve months, my Report on the working of the line during that period must, of necessity, be of a very general character.

The total Receipts and Expenditure for the year ending June 30th, 1859, have been as under:—

Receipts,	$2,281,320.75
Expenditure,	2,079,128.29
Leaving a Net Profit of	$202,192.46

A gradual reduction has been made in the working expenses, which, for year ending June 30, 1858, amounted to $52 per mile per week, whilst for the year ending June 30, 1859, they amounted only to $45·76.

Detailed Statements connected with the Passenger and Goods business, showing the mileage and cost of trains, and a variety of information concerning the working of the line, have been prepared and printed, together with the usual Accounts.

The only increase in the mileage open for traffic since the last Report was caused by the completion of the branch from Stratford to London (31 miles), making a total of 881 miles.

The depressed state of trade, consequent on the commercial crisis of 1857–8, together with the failure in the great staple products of the country, have been so often adverted to in our ordinary Traffic Reports, that it is unnecessary to dilate upon the subject: suffice it to say, that, while every Railway upon this Continent has suffered in common, it is satisfactory to find that the Grand Trunk has been less seriously affected than neighbouring lines,—the decrease on the year amounting to only 2.77 per cent,—while the half year ending June 30th shows an increase of 1.74 per cent.; and the receipts of the four subsequent months, ending Oct. 29th, exceed those of the corresponding period of 1858 by $81,682.89½ or 10.69 per cent. increase.

Half Year ending Dec. 1857,	$1,271,361.21	Decrease, 6.55 per cent.
" " " 1858,	1,188,104.37	
Half Year ending June 1858,	$1,061,372.47	Increase, 1.74 per cent.
" " " 1859,	1,079,845.94¼	

Whereas recently published Reports show the decrease on other leading lines to have been of the most serious and alarming character.

An analysis of our Traffic will show that there has been a decrease in the Local and Foreign Passenger, and Local Freight business, which is entirely attributable to the exceptional and temporary causes before alluded to; and the subjoined Official Statement of the number of Immigrants arrived at Quebec during the last three seasons accounts for the deficiency in our receipts from this source:—

COUNTRIES.	1857.			1858.			1859.		
	Cabin.	Steerage.	Total.	Cabin.	Steerage.	Total.	Cabin.	Steerage.	Total.
England,	1647	13824	15471	1436	5005	6441	1469	3280	4749
Ireland,	1	2015	2016	106	1047	1153	4	413	417
Scotland,	188	3030	3218	38	1386	1424	158	636	794
Continent of Europe,	4	11364	11368	....	3578	3578	65	2658	2723
Lower Provinces,	....	24	24	116	98	214	....	....	....
Total,	1840	30257	32097	1696	11114	12810	1696	6987	8683

Returning prosperity will undoubtedly give an impetus to emigration from Europe to Canada, and the Western States of America; and the advantages of the St. Lawrence route are now becoming so widely known, that each succeeding year may be expected to increase our revenue from this description of traffic, and for the conveyance of which the Grand Trunk line is so peculiarly adapted.

With reference to the division of this line into districts, I may state that it was formerly placed under six Superintendents; but the objection to such a sub-division of management became so apparent that a re-arrangement was made, by which the number of Superintendents was reduced to four, thus obtaining a greater unity of action, at a less expense.

The line is, therefore, divided as follows:—

NAME OF DISTRICT.	TERRITORY.	No. of Miles.	NAME OF SUPERINTENDENT.
Portland,	Portland to Island Pond,	149	S. T. Corser.
Eastern,	Montreal to Island Pond, and Richmond to Quebec and St. Thomas,	279	J. S. Martin.
Central,	Montreal to Toronto,	333	S. T. Webster.
*Western,	Toronto to St. Mary's and London,	120	C. R. Christie.
	Total,	881	

* The extension to Sarnia and Detroit will form a part of this district.

Under the supervision of these gentlemen the service of the trains has been conducted in a most satisfactory manner, no serious accidents having occurred to mar the reputation which the road has hitherto enjoyed for safety and regularity.

The differences in mileage caused by the opening of the various sections of the Railway as they have been completed, and the consequent changes in the courses of traffic, render it difficult to form anything like a correct estimate of the value of any one district until the completion of the line to Sarnia and Detroit enables the Management of the Grand Trunk to retain the through Freight and Passenger business in their own hands, instead of being dependent, as they have hitherto been, on other lines.

In respect to the following Statement of the earnings of the different districts, it must be borne in mind that the receipts of the Western Section have arisen from purely local traffic—that is to say, from traffic augmenting from, or going to, Stations between Toronto, St. Mary's, and London; whereas each of the other districts has obtained a mileage proportion of the through traffic to or from the West, and which has hitherto

been carried, west of Toronto, by the Great Western Railway, or by the Northern or Collingwood route; but which, on the completion of the Grand Trunk, will pass over the whole length of the line, to and from Detroit and Sarnia:—

Average Receipts per Mile per Week, in Sections, for six months ending 30th June, 1859:

Portland District,	$70.41¼
Central "	52·40
Western "	37.53¼
Eastern "	33.60¼
Total,	$47.52¼

As regards the Reports from Mr. Pennington, the Goods Manager, and from Mr. Hardman, the Auditor and General Ticket Agent of the Company; on our foreign connections; the nature of competition we are subject to, both by land and water; and various other matters connected with the departments over which they respectively preside: I may say, generally, that I agree in the Statements made by these gentlemen.

A gradual and steady improvement has taken place in the lumber business, which forms a large item of traffic in the Eastern Sections of this road. We have carried, in round numbers, fifty million feet as against thirty-nine million feet in the previous year, and the Saw Mills are gradually coming into full operation.

Perhaps the most gratifying feature in our business has been the large increase in our freight traffic to and from Boston and New York, amounting, on the year, to upwards of fifty per cent., and which has induced the owners of the first-class line of steamers running between those ports and Portland, to put an extra Boat on each route forthwith.

The proprietors of the Boston and Portland Steamboats, having in view the large increase of business consequent upon the completion of the Grand Trunk system, have provided most extensive wharfage and storage at Boston, which, with the great additions and improvements carried out under your direction at Portland, will give every accommodation that can be desired.

An arrangement has been made with that Company by which they undertake to insure all goods in transit between Portland and Boston, thus obviating the only objection that existed to the route and enabling our respective agents to give through Bills of Lading—free of marine risk,—same as by Railway throughout.

Our relations with all connecting lines of Railway in Canada and the United States, continue to be of a highly satisfactory nature. Most of the provincial lines form valuable feeders to the Grand Trunk, and since the date of the last Report a portion of the Brockville and Ottawa Railway has been opened as far as Almonte, a distance of 52 miles from Brockville, with a Branch to Smith's Falls of 12 miles. This line passes through a fine Country, and the traffic is rapidly increasing.

With reference to our prospects of traffic, I would say, that in my opinion, the amount of freight from the West, will, in seasons of ordinary agricultural prosperity, be simply limited by the carrying capacity of the road—as measured by its rolling stock,—but as during the season of navigation, competition will require us to carry at low rates, and as the cost of sending back empty cars amounts to nearly four-fifths of that of hauling loaded ones, I consider that the question of profit or loss upon this business depends entirely upon the quantity of westward bound freight that we can command from our Eastern termini.

Taking the above estimate to be correct, it must be evident that for the sake of securing back loading, we shall be enabled to accept very low rates for train loads of heavy freight, bound West, and which may be transferred from the shipping to our cars at Portland, Quebec, or Montreal; carried thence, without transhipment, to Sarnia and distributed by Railway, or by water, as may be desirable.

The great fact, that by the Grand Trunk route, there is but one transhipment between the Mississippi and the Atlantic, speaks for itself; and has already attracted the attention of many of the large and enterprising firms established in Chicago, Milwaukee, St. Louis, Cincinnati, and other great entrepôts of commerce in the West.

Many of those who now import direct, instead of depending on the New York markets, have already desired their European correspondents to send out their goods for the future *via* Portland, and the Grand Trunk line, and the success that must attend these operations, will tend in a great degree to provide that back loading, the necessity for which I have adverted to.

As an instance of the dispatch that will be given to heavy freight by our route, I may mention, that in the early part of this year, in conjunction. with the Montreal Ocean Steamship Company, we entered into a contract with the Hudson's Bay Company to deliver the whole of their stores destined for Red River settlement, in twenty-eight days, from Liverpool to St. Pauls, Minnesota, and this time was not only found amply sufficient for all Contingencies, but the goods were sent through, on three different occasions with such despatch and in such order, as to elicit a letter from the Secretary of the Hudson's Bay Company, expressing entire satisfaction at the manner in which the service had been performed.

The importance of promoting and fostering—or rather creating, this species of traffic; for it amounts to this on a line of Railway so recently developed,—cannot be overrated; and although much will be achieved by the exertions of our Western Agents in inducing importers to avail themselves of the facilities offered by this great continuous line; still greater effects might be produced by the appointment of an active, intelligent agent in Liverpool: who in addition to a general knowledge of the shipping business at that Port, should possess such an intimate acquaintance with the most important localities with which we have to deal—of the different channels of traffic—and of the ever varying circumstances by which our rates are affected, as would enable him to act with that decision which his position would demand; for ship loads of freight cannot be detained while a reference is made to Canada! It is needless to observe that such an agent should possess the *entire confidence* of the Managers of the traffic in this Country.

The importance of a connection with the water at Toronto, at Montreal, and at Prescott, has been so forcibly brought before you, that I feel it quite unnecessary to enlarge upon this subject.

The construction of the branch line into Kingston will very much facilitate our intercourse with New York, *via* the Rome and Watertown Railway, and I have now advice of 500 tons of freight under way, which is an earnest of what may be expected.

I am happy to say that our Stock of Passenger and Freight Cars is in a very efficient state. The new Sleeping Cars attached to the night trains between Montreal and Toronto, have given great satisfaction to the travelling public, and have tended to increase our receipts.

I should be guilty of a great omission if I neglected to call your attention to the advantages derived from our connection with the Montreal Atlantic Steamers, which in reality form an Ocean Ferry, and run with as much regularity as if they plied on the St. Lawrence. The owners of this line are now organising an extensive system of passenger agencies throughout the United States. The superiority of their Steamers has become so apparent, that they have been appointed to carry mails permanently by the Government of the United States. The first of these mails from the west, will leave Chicago on Thursday the 24th inst., and will be delivered, on board the Steamer at Portland, by the Grand Trunk at 2·00 P.M., on Saturday the 26th, and will, in all probability, reach Liverpool on the 6th of December. This fact is conclusive as to the superiority of our road over all other routes between the Atlantic and the Western States.

With reference to the working expenses of this Railway, it has been stated in former reports, that taking £10 stg. per mile per week, as the cost at which the line could be worked in an efficient manner, a much larger amount could be earned—did the traffic exist—without any material increase of expenditure. That this was correct as regarded our passenger traffic was evident, as provided we had the requisite population to work upon, no alteration in the number, or cost of those trains which the ordinary traffic of the line requires to be run, would be needed to increase the receipts from this source, fifty per cent.; but as this was not so clear, as regarded our freight business, I am glad to find that

whereas five-sixths of the increase of $81,682; which has taken place in our receipts during the past four months, have been derived from freight, *no increase whatever* has taken place in the expenditure connected with that traffic, which comes under the control of the General Manager, and I am informed by the Locomotive Superintendent that the only additional expense incurred in his department by this extra traffic has been less than 20 per cent. of the increase.

In concluding the Report I cannot refrain from bringing under your notice the very exemplary conduct of the large body of men employed in this Department. The necessity for carrying out strict economy as far as compatible with the safety of the public, and the great interests at stake, has required a constant and close supervision of expenditure on the part of the Manager, and the performance of various duties by the employés; but I am proud to be able to state, that good discipline, the very best spirit, and a general desire to serve their employers to the best of their ability—pervades this—as I believe it does every other Department in the Company's service.

I may add that the appointments of the Agents for the Stations in the new sections of the line, and, as a general rule, all other appointments, consequent upon the extensions of the road, are made by the promotion of deserving persons hitherto employed in lower grades of the service.

I have the honor to be, Sir,
Your most obedient servant,
H. BAILEY,
Asst. General Manager.

B.

MONTREAL, Nov. 1st, 1859.
GOODS MANAGER'S OFFICE.

SIR,—In reference to your request that I should prepare a statement of my views on the prospects of the Grand Trunk Railway with reference to the Department placed under my charge, and also on the several points enumerated by you, I beg to report as follows: Firstly,

BOSTON FREIGHT BUSINESS.

In the first prospectus of the Grand Trunk Railway, Boston was not alluded to as likely to add to the traffic of the Line, it was then supposed that the Railways running North and West out of Boston, were too direct to admit of any competition from the Grand Trunk, the latter being a much longer route; but in the fall of 1853, a commencement was made by entering into an arrangement with the Portland and Boston Steam Packet Company, thus forming a new carrying route to Montreal, this has resulted in a continued increase of Traffic from year to year, to and from Boston, Montreal and Toronto.

The weight carried during the last 12 months was 16,467 Tons, and the Grand Trunk Proportion of Freight, 96,618 dollars, owing to the great competition by other Roads, the rates are necessarily very low, particularly for Toronto and west of that point as will be seen from the following average of rates, viz:—

Average Distance.					Thro' Rate.	G. T. prop'n. of same.	Rate per ton per mile.
316 miles	between	Boston	and	Quebec,	$7·40	$5·92	$0·1$\frac{87}{100}$
292	"	"	"	Montreal,	6·30	4·72½	0·1$\frac{62}{100}$
460	"	"	"	Stations between Montreal and Toronto,	9·88	8·47	0·1$\frac{84}{100}$
625	"	"	"	Toronto,	7·48	6·41	0·1$\frac{02}{100}$

The Toronto rate includes all the low freighted produce from Chicago, via Collingwood, which only gave the Grand Trunk Railway a fraction above one cent per ton, per mile. I may, however, observe that the rates this year have been more than usually low in consequence of the small quantity of goods to carry compared with former years, and the establishment of new routes (particularly that *via* Collingwood, with which the Grand Trunk Railway has been connected at Toronto) has led to very great competition with the old established route *via* Ogdensburg and Propellers to Chicago, but it is satisfactory to know that the Grand Trunk has been the most successful route of the season.

A favorable arrangement may doubtless be made by which much of this severe competition may be done away with and better rates maintained for the future. Then again, the Grand Trunk Railway becoming one continuous line to Detroit, will have the advantage over all other lines. Boston and its vicinity require one million barrels of Flour per annum for home consumption, independent of Foreign Shipments, all of which comes from the Western States and Canada. Immense quantities of Dry Goods, Groceries and Hardware are sent from Boston to the Western States. In prosperous years the Vermont Central and Ogdensburg Lines have carried 20,000 tons over their Roads and Shipped them by Lake Steamers during six months of open navigation. New trade between the various towns on the Line of the Grand Trunk Railway and Boston is continually springing up, consisting of Flour, Barley, Oats, Peas, Grass Seed, Potatoes, Butter, Cattle, Hogs, Hay, &c., while Boston merchants, in return, are supplying these places with Groceries, Hardware and general merchandise instead of New York.

The Boats take in Freight at Boston up to seven o'clock in the evening, and land it at Portland early on the following morning, this service is therefore performed with much despatch and regularity, and at the cheapest possible rate.

A large quantity of Cattle are now collected from different points of the Grand Trunk Railway, and sent *via* Rail from Portland to Boston, for which, as well as for passengers, satisfactory arrangements have been made with the Boston and Portland Railway Companies, and consequently both descriptions of traffic must be much increased on the opening through to Detroit.

PORTLAND.

The superior Harbour and splendid Wharf accommodation at Portland, must ultimately make it a place of great importance for the Grand Trunk Railway, although time will be required to establish it as a Port for the shipment of cereals from the west, considering the close proximity of its two great rivals New York and Boston, still for West India Trade it has become an important Port, weight of Sugar and Molasses imported in 1857, was 2[illegible],000 tons, and as the Vessels connected with this trade generally load back with lumber, they greatly add to the traffic of the Grand Trunk Railway.

The Montreal Ocean Line of Steamers running to Portland during winter attracts attention to the many advantages of this city as a Port, and will tend to the establishment of a trade by Sailing Vessels between Europe and Portland. A line of Steamers is much wanted between Portland and St. John, New Brunswick, and Halifax, Nova Scotia. At present the service is only partially performed by a Line from Boston to St. John, calling at Portland, as the Steamers are generally so full of Freight that they cannot take any from that port.

Statement of Tonnage by Grand Trunk Railway at Portland, 1858:—

	Tons.
General Merchandise Forwarded,	60,989
Do. do. Received,	44,638
Lumber, Firewood, Railway Ties, &c.,	57,932
Total,	163,559

In 1857 the Tonnage of Vessels belonging to Portland and District, was 145,242 tons, being the ninth in importance in the United States.

NEW YORK.

This City is too far from Portland to admit of the Grand Trunk Railway bringing Freight from west of Montreal, but to the latter place and Quebec, a considerable Freight business has been done for several years by a weekly Steamer belonging to Cromwell & Co., which runs between New York and Portland. In winter a great portion of the heavy Groceries for Montreal and Quebec comes by this route, and Messrs. Cromwell & Co. have advertised that they are about to run two Boats and thus form a semi-weekly line between Portland and New York, this which materially add to the traffic during the coming winter.

The weight from New York to Montreal and Quebec, from 1st January to 31st December, 1858, was.....2,352 Tons
Grand Trunk Proportion.....11,595 Dollars,
and from 1st January to 30th September, 1859,.....2,710 Tons
Grand Trunk Proportion.....11,923 Dollars,
which is of course independent of a large traffic for local points on the Montreal, Island Pond and Portland Sections.

A business is springing up from New York *via* Cape Vincent in connection with the Watertown and Rome Railway, for the different Stations between Kingston, Toronto and London, this will shortly increase owing to the better facilities which will be afforded by the branch line now open to Kingston wharves.

COMPETITION.

There is probably no undertaking in the world which is assailed by so much competition as that of the Grand Trunk Railway, running as it does along the banks of a magnificent River and Lake navigation for a distance of 500 miles, and a parallel Railway of 230 miles, with 1,000 miles of other Railways tapping the country through which the Grand Trunk passes at Montreal, Ogdensburg, Cape Vincent, and Toronto, and running thence to the Sea Ports of New York and Boston.

The River and Lake Carriers are the most powerful opponents. Between Toronto and Montreal, they have 22 Steamers capable of carrying both ways above 10,000 tons of Freight per week, and this independent of numerous Schooners carrying grain and other heavy merchandise.

During Summer they have been taking Flour from Hamilton and Toronto to Montreal for 15 cents per barrel, say $1·50 per ton, or less than half a cent per ton, per mile, and to Quebec at 25 cents per barrel, also general merchandise from Montreal to Toronto at from $2·00 to $3·00 per ton.

The lowest rate during the same period via Grand Trunk, between Toronto and Montreal, was 25 cents per barrel for Flour, and $3·50 per ton for general goods.

The most severe competition is between Montreal and Quebec, the navigation being free and uninterrupted by Locks, it is a question whether we can successfully compete for the heavy traffic between the two Cities, as it is conveyed in Barges and Tug Steamers at about one dollar per ton, distance 180 miles.

For Western Trade we stand in a better position as we can forward it direct *via* Victoria Bridge, without the extra expense hitherto attending it in Montreal, and being back loading it may be done at rates that will give a moderate profit.

From these statements it will be observed that the rates of Freight in Canada and the United States are extremely low, and such as are unknown in England, where one half penny (one cent) per ton, per mile, for Coal in full train loads, exclusive of use of waggons, loading or unloading is considered an extremely low rate, and Pig Iron, Iron Stone, Potter's Clay, Flints, Stone, &c., is never charged less than one penny per ton, per mile, while general merchandise is rarely taken over *long lengths of line* for less than three half pence (3 cents) per ton, per mile.

VICTORIA BRIDGE.

Although much has been done to meet the difficulties arising from the want of a Bridge at Montreal, by using Steam Ferry Boats and Barges in Summer, and a large number of teams to draw freight across the Ice in winter, still these means were very limited and not adapted to large business, they were also attended with great risk and expense, and caused much delay to goods, as in the Fall and Spring of each year while the ice was taking and breaking up, the river was impassable often from three to five weeks at a time, and all connection between the east and west lines entirely suspended, which put a complete check upon all trade and at a time when it is usually most brisk. The completion of the Victoria Bridge will at once remedy these evils, and although it may not immediately affect the traffic as we could wish (time being required to establish the route), still a large increase to our traffic must take place, and it is quite certain that without the Bridge the Grand Trunk Railway could never have any chance of being a successful undertaking. Under the best regulation of our Ferry, the Bridge will affect a saving of 24 hours in time over that system, and by the facilities it will give towards an interchange of cars, &c. &c , a much greater amount of business may be done with the same quantity of Rolling Stock. Great advantages may be expectedfrom the interchange of heavy freight between the east and west lines, as Grain in bulk, Lumber, Timber, Cattle, Bark, Lime, Salt, Slate, Stone, Firewood and Pig Iron, all of which will not bear handling or expense of carting or Ferriage. The fact of our being able to Transport Goods from the Atlantic to the Mississippi (1400 miles) with but one transhipment, and the saving of time, of at least five days, overall other Lines, must ultimately make the Grand Trunk Railway the great carrying route between the Western and New-EnglandStates.

The completion of the Bridge will effect a considerable saving in the working expenses at Montreal, as up to the present time, three Freight Establishments have been required, but the whole business being brought together, and an expensive Ferry done away with, the saving cannot be less in these respects, than £11,000 stg. per annum independent of the saving which will be effected by discontinuing the Locomotive Establishment at Longueuil.

WESTERN STATES.

With a view to shew the Vast Extent of the Trade in the Western States of the Union, I have selected from the Yearly Trade Reports of three of the principal Cities a few of the Statistics of Cereals and other productions received at each place in one year a fair portion of the traffic from these Cities, as far as concerns the New England States and shipment to Europe, may be expected to pass over the Grand Trunk Railway in future.

ST. LOUIS—1858.

Receipts of flour	705,516	Barrels.	
Manufactured in St. Louis	819,814	"	
Total	1,525,330	"	
Receipts of wheat	7,409,084	Bushels	Includes above flour reduced to wheat.
" " corn	860,046	"	
" " oats	1,690,028	"	
" " barley	291,646	"	
" " rye	49,900	"	
Total	10,300,704	"	
Receipts of Pork	126,950	Barrels.	
" " do	9,354	Hogsheads, Tierces, &c.	
" " do	558,921	Pieces	
" " do	765	Tons.	
" " Bacon	32,713	Packages.	
" " do	36,717	Pieces.	
" " Lard	78,247	Packages.	
" " Sugar	45,000	Tons.	

Receipts of Molasses	41,295	Barrels.
" " do	2,208	Hogsheads.
" " Tobacco	6,406	Hogsheads.
" " do	9,560	Boxes and Packages.
" " Hemp	81,126	Bales.
" " Cotton (unmanufactured)	20,225	Bales.
" " Rope	69,321	Coils.
" " Lead	10,695	Tons.

CHICAGO—1858.

Receipts of flour	524,915	Barrels.	
Manufactured in Chicago	140,403	"	
Total	665,318	"	
Receipts of Wheat	10,621,302	Bushels	Including above flour reduced to wheat
" " Corn	8,260,033	"	
" " Oats	2,295,322	"	
" " Barley	411,421	"	
" " Rye	70,031	"	
Total	21,658,109	"	

Receipts of Cattle ..... 118,151 Head
out of which ..... 43,149 were shipped by Rail,
and ..... 45,504 were packed in shape of Salt Beef.

In the Packing season, or winter, of 1857 and 1858 the receipts of Live and Dressed Hogs were 214,223 of which 99,262 were packed as Pork,

and 88,546 were shipped by Rail.

The total receipts of Hogs for the year 1858, were Live 424,112
Dressed 105,987

Total 530,099 out of which 176,368, were shipped by Rail, (the statement of packing for Fall of 1858 not completed at time.)

Receipts of Pork	26,570	Barrels.
" " Provisions	4,000	Tons.
" " Sugar	16,000	Tons.
" " Molasses	11,700	Barrels.
" " Butter	1,500	Tons.
" " Tobacco	2,000	Tons.
" " Lead	4,335	Tons.
" " Lumber and Timber of all kinds	273,020,506	Feet Board measure.

CINCINNATI—1858.

Receipts of Flour	633,318	Barrels.	
Receipts of Wheat	4,278,137	Bushels	Including above Flour reduced to Wheat.
" " Oats	598,950	"	
" " Corn	1,090,236	"	
" " Barley	400,967	"	
" " Rye	64,385	"	
Total	6,432,675	"	
Total Hogs Packed in the City		446,677	

which with Pork received gave a total weight of 66,112 Tons.

(The Hogs packed in Cincinnati, Indianapolis, Louisville, Lexington, and surrounding Towns in Ohio, Kentucky and Indiana, were 1,381,253.)

Receipts of Sugar	37,000	Tons.
" " Molasses	72,369	Barrels.
" " Butter	2,350	Tons.
" " Cheese	199,578	Boxes.
" " Tobacco	4,476	Hogsheads.
" " do	38,348	Boxes, Kegs and Bales.
" " Whiskey	411,299	Barrels.
" " Alcohol	59,071	Barrels.

Total value of principal Imports for the year.....$74,348,758
" " " " Exports " " " 47,407,095

I am, Sir,
Yours, obediently,

M. Pennington,
Goods Manager.

To T. E. Blackwell, Esq.,
Vice-President, &c., Grand Trunk Railway.

C.

REPORT

ON COMPETITION FOR PASSENGER TRAFFIC BETWEEN THE GRAND TRUNK RAILWAY, STEAMBOATS ON LAKE ONTARIO, RIVER ST. LAWRENCE, AND RIVAL RAILWAYS.

Montreal, Nov. 1st 1859.

A. dit Office.

Sir,—In reply to your request that I should state to you my views on the competition for Passenger Traffic between the Grand Trunk Railway and the Steamboats on Lake Ontario and the River St. Lawrence, and rival Railways, I beg to report that the water competition by steamboats on Lake Ontario and River St. Lawrence, for business travel during the season of navigation, is yearly growing less formidable, owing doubtless, in a great measure, to the completeness of our train accommodation to meet the requirements of the travelling community, and the adoption of moderate fares, coupled with the energy of our agents in procuring traffic, and a more intimate acquaintance with the tactics of our rivals.

It may also be remarked that the business men of this country long accustomed to travel by steamboats (before the introduction of railways), are gradually from experience becoming alive, to the value of quick locomotion and regularity of our trains, and these advantages will also force themselves upon those, who still patronize the boats in summer, (but who are obliged to use the rail in winter,) and in the end tend to a more general diverson in our favour. Indeed to my mind, the time is not far distant when business passenger-travel by Lake and River will cease altogether, except from those places convenient to steamboat landings, and far remote from railway stations, and immediately so desirable a result takes place, we may expect a considerably increased revenue, not only by the adoption of more remunerative rates, but also from the large addition of traffic which must naturally follow.

Our efforts against steamboat-opposition at Quebec, for the conveyance of passengers arriving by ocean steamers during the present season, have been crowned with unprecedented success, nearly nine tenths of the whole number landed, having travelled by Railway.

The immigration by the St. Lawrence, and Quebec to Canada, and the United States, for the past season, shews a considerable decrease as compared with that of last year, although the immigration of the latter was as much as sixty two per cent. below that of 1857, consequently our receipts from this source have fallen off in a corresponding manner; but should a re-action take place, which we are warranted in expecting from the improved state of trade, and the late abundant harvest, a large increase will be the result.

During the months of July and August, the bulk of the American pleasure-travel from Niagara Falls, will continue as heretofore to find its way by water, through the wide spread fame of the unparalelled attractions of the St. Lawrence; but I am of opinion, that this business, now only in part a source of revenue to the Eastern Section of our line, can be largely increased, by advertising in New York, Boston, Philadelphia and Washington a more complete system of Excursion Tickets, *via* river and rail, through Canada.

Our pleasure travel to the sea-side and other places of attraction contiguous to the line, is steadily improving, and will by continued attention to its proper developement, be productive of considerable increase.

The position of our line in its efforts to build up Western travel through Canada, from the states of Maine and Massachusetts, in opposition to numerous and powerful Railway Competitors, is most satisfactory, and from those points from which our road offers equal facilities with our rivals, a larger proportion may be expected, as the route becomes better known. By means of the good understanding that now prevails, and has for some time been cultivated between this Company and the Northern and Vermont Central lines, nearly the whole of the passenger business arising in the localities of these roads, and destined for the West, has found its way by Ogdensburgh and Prescott.

The opening of the extension to Detroit, with suitable traffic and running arrangements entered into between this line and the Western and Southern roads from that point, and Boston and Maine, Northern and Vermont Central Railways in the East, will give increased facilities in operating our through business and remove obstructions that now exist, and to a certain extent have prevented a more full and profitable development of our through passenger traffic.

In conclusion I beg to remark that owing to the large decrease in the passenger traffic for the past twelve months, caused by the depressed state of trade during that period, no correct estimate can be formed of the results of competition except from those points where the effects have been strikingly apparent, as shewn in this report.

I am, Sir,

Yours very faithfully,

J. HARDMAN.

Thos. E. Blackwell, Esq.,
Montreal.

D.

LONGUEUIL, 21st September, 1859.

MY DEAR SIR,—In accordance with your wish expressed at the conference on Friday last, I beg to send you the following remarks relative to the subjects upon which you requested a Report.

The first of these related to claims for land and water damages. My mode of dealing with these has always been, first, to make a careful investigation of the course of complaint, and then act upon the result at once either in one way or the other.

If the damage is apparent and really caused by the railway, which can always be readily ascertained, then any delay in removing it is useless, and would probably only involve the Company in useless expense, besides inflicting upon the landowner an unnecessary continuance of the grievance. Should, however, (and which my experience has shewn to be the case three times out of four,) the claim be made for the sole apparent purpose of extorting money from the Company, I at once notify the party of my refusal to entertain it, at the same time, giving him my own opinion of his object. This frequently ends in a suit being brought; but again, the matter as often dies away; and I would refer you to Company's Solicitor for a statement as to the almost constant success of the Company in any such claims they have contested.

I would here remark that *just* claims for damages of this nature on the St. Thomas' Line have been much more frequent, owing to a proper inspection of its drainage, &c., not having been made by a competent person, previous to its being taken off the hands of the Contractors.

The second subject on the list, is, as regards the manner in which the maintenance should be carried out. My own opinion with respect to this, is, that the Company should do it themselves, instead of giving it out by Contract, and for the following reasons.

In the first place, I, as being the party held responsible for the safety of my District, and its careful tendance in all respects, would very much prefer having the acting men *my own* than a Contractor's. I do not find that putting a clause into the Contracts empowering me to compel the Contractors to dismiss a man who does not give me satisfaction, at all confers upon me either the extent or the *kind* of controul I should wish to possess over the men who really do the work, and who now have to carry out my instructions through the Contractor as a mouthpiece. I should prefer dealing with them directly, and alone have the power of selecting and appointing them, believing that then I should possess far wider scope than at present for consulting to their fullest extent the Company's best interests.

In the second place, by the almost total abolition of "extra work," and with the certainty I feel at being able to have at least nine-tenths of what is now called such, done by the regular hands themselves, I believe that I would not only save to the Company the profit made by Contractors on their price per mile for maintenance, but nearly the whole of these extras also, an item which, under the present arrangement, has been found upon nearly every district to materially exceed the whole amount embodied in the Contract.

Such are my chief reasons for believing that the Maintenance of Way would be more advantageously managed directly by the Company than by Contract.

With respect to payment of the men, I see no reason why any addition should be made to the staff now employed on this District for the purpose, unless an assistant for the line east of Richmond. I think that previous to the letting of the maintenance of way, Mr. Davidson did everything himself on the Montreal and Island Pond District, and I look upon him as the person best calculated to express an opinion. I would beg therefore to refer you to him.

Another question arose as to the propriety or otherwise of allowing the men extra pay for extra duties. My opinion as regards this is, that such should not be granted unless in exceptional cases, to be judged of by the Engineer of the District.

I think that all men permanently employed should in this respect be put upon the same footing as the officers of the Company, and take their chance of having at times to work extra hours without any additional remuneration for doing so. Unless, as I have already observed, the work should be of such a nature at to justify an additional allowance in the eyes of the Engineer, who could then return it with explanations.

This mode of payment was always acted upon both on this and the Portland Districts previous to the contracts being entered into, and was found to work well. I should fear the others occasionally leading to dispute and dissatisfaction among the men as regarded the *amount* of extra time returned for them.

With respect to "Special Constables," I think it would be of great service to have the foreman of each gang made one. I believe that if this were so, so many cases of cattle getting killed would be avoided, as I have known frequent instances of animals being purposely turned in to graze on the railway ground by their owners. Trespasses of other kinds also, which are now committed with impunity, would be materially decreased, by its becoming publicly known that each ganger could act as a policeman.

This subject is the last on my list upon which you requested an expression of opinion.

I am, my dear Sir,
Very truly yours,

D. Stark.

Grand Trunk Railway,
Eastern Division,
Longueuil, 19th Oct., 1859.

My Dear Sir,—In compliance with your desire, I beg leave to submit for your consideration the mode in which I should arrange the management of this division, in the event of its being withdrawn from the hands of the contractors.

In the first place as regards the Montreal and Island Pond District.

I would divide this into two sections for *Inspectors*, whose duty it would be to exercise a supervision over the Roadmasters, and their gangs, with respect to the due attention to be devoted to the proper repairs of tracks, fencing, farm crossings, &c., and at the same time be the immediate inquirers into and reporters to myself upon any claims for damage by landowners, whether from drainage, cattle getting killed, or any other cause.

These Sections would extend, one from Montreal to Richmond, 73 miles, and the other from Richmond to Island Pond, 72 miles. Under these I should place three Roadmasters, to reside in such localities as would enable them to visit and inspect the operations of each gang on their respective lengths at least three times a week, by traversing the line either on foot or by hand-car (not by train). The termini of these lengths I would appropriate as follows:

The first from St. Lambert to Acton, 49 miles.
The section from Acton to Sherbrooke, 47 miles.
The third from Sherbrooke to Island Pond, 47 miles.

The extent of line to be maintained by the foreman of a gang, I should vary from 5 to 6 miles in length, depending upon the peculiar character of the portion of the road on which he might happen to be placed, but I would never exceed the latter distance.

As a general rule, I consider that a man to a mile and a quarter will give the force it will be necessary to employ to efficiently maintain the line; although on some parts of it, and at certain seasons of the year, a man to a mile and a half may be found sufficient.

With respect to the Portland District the same number of subdivisions can be made: the Inspectors taking, one from Island Pond to Bethel, 79 miles; the other from Bethel to Portland, 70 miles; with three Roadmasters under them, viz.:

One from Island Pond to Berlin Falls, 51 miles.
Another from Berlin Falls to South Paris, 50 miles.
The third from South Paris to Portland, 48 miles.

On the Quebec and Richmond Line I would place two Roadmasters, one from Richmond to Somerset, 47 miles, and the other from Somerset to Point Levi, 49 miles. The duty of immediate Inspector over them I should give to Mr. Edward Lawson, my assistant, who resides at Richmond, and who, I am of opinion, could easily undertake this, in addition to any other assistance the occurrence of circumstances of an unusual nature, whether upon this or the Montreal and Island Pond District, may cause me to require from him.

From Chaudière Junction to Rivière du Loup, I should consider for this winter one Roadmaster sufficient; that is, on the supposition that trains will not run beyond Rivière Ouelle. To undertake the management of the whole of this district, with confidence in being enabled to do so in a satisfactory manner, it will be necessary that I should have another assistant, (an engineer,) who would reside constantly upon it, and send me weekly (or more frequently if necessary) reports upon all that transpires. As regards personal inspection of the line, I look to being able to make this *monthly*.

I beg to subjoin a list of the salaries I think should be paid to the men comprised in the above.

Assistants, say	$1,000.00 per annum.
Inspectors,.....	70.00 per month.
Roadmasters,.....	2.00 per day.
Foremen of Gangs, ...	1.25 to 1.50 per day.
Laborers, ...	.90 per day.

Each Inspector should sign and return to me at the end of every month the pay-roll of hands employed upon his section.

Two Inspectors for Bridges and Carpentry, in addition to those already mentioned, are also I think necessary, one upon the Montreal and Island Pond, and the other on the Portland District, and these complete the list of all the hands I consider requisite for securing the safe and satisfactory maintenance of this division in all respects.

I am, my dear Sir,
Yours very truly,
D. Stark.

T. E. Blackwell, Esq.,
Managing Director.

Longueuil, 29 Oct. 1859.

My Dear Sir,

According to your request I beg to submit the following report upon the state of the line under my charge, with what I consider should be the amount of work done and materials provided to insure its security and efficiency for the ensuing year—keeping in view the increased amount of heavy traffic over it, which it is expected the completion of the Victoria Bridge will create.

FIRST AS REGARDS SLEEPERS.

A sufficient number of these have been supplied by the contractors for maintenance during the past year to render the line safe for the coming winter, but there are still a

large number of old ones in the track, and I estimate that not less than 150,000 should be got out and delivered previous to the month of May next, for the districts between this and Portland and about 20,000 for those east of Richmond.

CHAIRS AND SPIKES.

As regards the first of these about 10,000 will be required between now and the 1st. of December 1860 to replace the short boiler-plate ones furnished some years ago. These are found to be altogether too slight, and are quite inadequate to withstand the wear and tear of the heavy traffic now carried on. The iron of which they are manufactured is not of sufficient thickness, and the shortness of the lips (little more than three inches long) renders them, especially on heavy gradients almost useless as a clasp to the rail, thereby causing them to demand, an extra amount of supervision and labour to keep the track secure, and also to conduce by their want of solidity, to the comparatively speedy wearing out of the iron at the joints. The long double lipped chair now being provided similar to those formerly made at the Glendon works in Boston, is found to be decidedly the best and most economical pattern.

With respect to spikes, the line is at present well stocked, and I have taken care that all found wanting will be supplied by the contractors for maintenance prior to the expiration of the contract on the first of December next.

RAILS.

These on the district between Montreal and Island Pond are getting very much worn, especially below Richmond. The small quantity of new iron furnished to this portion of the line for some time back will necessitate a considerable amount of rerolling for it next year. I should say to an extent of from 1,500 to 2000 tons in addition to what can be repaired by welding. The 600 tons lately ordered by you will enable us to make the section between Richmond and Island Pond secure for the winter, and at the same time admit of a considerable quantity of old iron fit for welding being taken up and repaired.

I would here remark that the shops recently ordered to be erected at Richmond and Island Pond for the purpose of making such repairs are now completed, and the latter in full play.

It contains four furnaces for heating the rails, and turns out about 300 tons per month at an average cost of from two to three dollars per ton.

The Portland district is now better off in this respect, a large number of old rails having been rolled over for it at Boston during the past eighteen months, amounting to in round numbers 1,500 tons, and 1,000 tons of new fish jointed, rails furnished besides. From 500 to 600 tons of new or rerolled iron should be sufficient to keep this district in good repair (with the assistance of welding) till the end of next year.

From 200 to 300 tons will also be sufficient for the line east of Richmond.

BALLASTING, &C.

During the past year, owing to the large amount of expenditure on bridges that had to be met, I have done as little of this, above what was comprised under the contract for maintenance, as I could possibly help. Something will have to be done next year, especially in the way of widening out embankments in certain portions.

I do not, however, regard a large amount as being necessary, and have calculated that 20,000 yards of ballasting, and about the same amount of widening material, will be sufficient for the division comprising the whole line between this, Portland, and St. Thomas.

FENCING.

Some portion of this will have to be renewed next year, and I estimate the whole distance between this and Portland as 10 miles requiring to be so. A sufficient number of

Fence Rails and Pickets should be provided during the ensuing winter, for the renewal of this distance, and also to meet necessary repairs on other portions of the line. I should say that 60,000 rails and 10,000 pickets will be required in all.

The bridge renewals are, I am pleased to inform you, now at a close, both upon this and the Portland Districts, and this month will show a final return for their construction. There will still remain some little work to be done upon them next month, such as the finishing up of masonry and covering with iron, but the structures themselves are all in place and performing their work.

With this I beg to hand you a tabular statement showing what bridges have been renewed.

I have also to report that the work upon the wharves at Portland, which has been a heavy item of expenditure this year, will likewise be closed next month, by the completion of the addition to the Boston Steamship Company's wharf. All that is required for the accommodation of the ocean steamships, has, as far as I can see, been provided, and I can think of no further expenditure upon them that can be asked for or needed, at least for the present season.

With regard to my views respecting "maintenance of way," I beg to refer you to my Report of the 19th instant on that subject.

Before closing, I would request instructions respecting the future maintenance (if any) of the line between this and Charons after the completion of the Victoria Bridge; and also as regards the disposal of the Company's shops and dwelling-houses here, which I presume will be deserted immediately upon, or shortly after, the opening of that structure for traffic.

I am, my dear Sir,
Yours faithfully,

D. STARK.

T. E. Blackwell, Esq.

E.

GRAND TRUNK RAILWAY—CENTRAL DIVISION.

ENGINEER'S OFFICE,
Kingston, October 11, 1859.

THOMAS E. BLACKWELL, ESQ.,
Managing Director, Montreal.

SIR,—After three years experience of Maintenance Contracts, during which time I have paid the greatest attention to the subject, I have not the slightest hesitation in saying that such contracts are opposed to the Company's interests, and that it is far preferable to have the Maintenance performed by the Company's own employés. My reasons for this opinion are as follows:—

The Company is by law responsible for the actions of the Contractor's trackmen, although the Company has not, and it is impossible it ever can have, proper control over a body of men who are appointed, paid and dismissed at the option of another party, to whose interests profit and good-will, they of course will naturally look in preference to that of the Company's, should such interests be antagonistic which is frequently the case.

There are many small works, such as drains to cut, farm crossings to construct, and new sidings to put in, Station-yards to be cleaned and repaired, &c., which are much required, but which we are deterred from undertaking by reason of the "Extra Bills" which attend such work when performed by Maintenance Contractors. If the Company had the Maintenance in their own hands such jobs could be done in most cases without entailing any extra expense.

It is impossible to draw up a Specification for Maintenance so as to do away with extra works, and these have cost the Company nearly as much again as the regular Contract and as long as such extra works exist, it is offering a premium to a Contractor to take his men from works *included* in his Contract, and employ them on those which *are not*, and by that means get paid twice for the same men.

The wear and tear of Iron, Chairs, &c., is a very considerable item in the Maintenance Expenditure, which not coming from the pockets of the Contractors, is almost, if not entirely disregarded by the Contractors' employees; for instance, on the Montreal and Toronto Sections, without counting what may have been already supplied—there is now required at least 2500 or 3000 tons of Iron, and some 20,000 chairs which—taking the iron (re-rolled) at $30·00 per ton and chairs at 50 cents each—will come to about $100,000, half of which expense is due to imperfect maintenance, and, frequently, incompetent foremen employed at low wages.

In the event of an accident, if the Maintenance was in the Company's hands there would not be the least difficulty in concentrating a force of 100 good men accustomed to such work as they would be called upon to perform, and supplied with proper tools at any place within 12 hours, and that with little or no extra expense; but as it now stands, in an emergency of that kind, the Company is at the mercy of the Contractors, who, I fear, [illegible]lly look on such a casualty as a means of making money, hires the kind of men m[illegible]ily or cheaply procured, takes no particular trouble to see that they are provided w[illegible] proper tools, or facilities for working, and finally is indifferent as to how long the traffic may be interrupted, provided he has a good percentage on the expenditure.

In order to keep a proper surveillance over the line, and so guard against the chance of obstructions being placed on the track by evil disposed persons, it is requisite to have Track foremen sworn in as special constables in order that they may have authority to arrest or stoy suspicious parties found trespassing on the line. This cannot well be done unless trackmen are the Company's own servants.

The Company can procure the labour and material necessary to perform the work of maintenance as cheap, if not cheaper, than any Contractor. The advantage generally supposed to accrue from the letting of maintenance contract, is that the Contractor pays the trackmen (it is said) regularly once a month, whereas if the Company did the work, it might not be convenient to do this, but this is an error, as the Contractors rarely, if ever, pay their men until they receive the money from the Company to do it with.

From these considerations I am led to the decided conclusions:

That Maintenance of permanent way, including extra wokss, can be done *much cheaper* by employing our men than by contracting: the direct saving in this way I estimate at least $25,000 per annum on the Central Division alone; that the work will be much *better* performed and many necessary improvements can be carriec out; that the Company's property will be better protected.

And finally, we shall have a much better road at a much less expense.

All of which is respectfully submitted.

R. P. Cooke.

GRAND TRUNK RAILWAY.—CENTRAL DIVISION.

ENGINEER'S OFFICE,
Kingston, October 31st, 1859.

DEAR SIR,—In compliance with your circular of the 15th inst., calling for a statement as to condition of Iron and Ballast on this Division, I beg to report for your information as follows:

1ST.—PRESENT STATE OF IRON.

The condition of the Iron at present in use on the Central Division, both in main line and sidings, is far from satisfactory; the rails are generally very much worn, and in many cases cracked, flanges broken off, &c., &c. This, which is rather an unusual state of things in lines so recently opened for traffic as this, I apprehend to be due chiefly to the following causes:

1st. The quality of iron was originally inferior.

2nd. It was very much bent and otherwise damaged during construction, by running ballast engines over it, without its being properly packed up and supported; and, as I am informed, only two ties being used in many cases to keep up centre of rails.

3rd. The chairs are very inferior; they do not fit the rails, so that it is nearly impossible to maintain a good true joint, and the ends of the adjoining rails not being kept level or square, causes a considerable amount of wear to the iron.

4th. The line has never been properly ballasted, and even yet is far from being as it should in that respect, if we desire to reduce cost of maintenance, wear and tear of rolling stock to a minimum.

5th. The maintenance of the line being performed by contract, and the cost of iron not falling on contractors, there has not been the same attention paid to preserving it as otherwise might be the case.

2ND.—RENEWALS TO IRON THIS YEAR.

There has been no new iron received or used for repairs on this Division during the present year, with the exception of about 180 tons of light (56 lbs.) T iron, which has been laid on Lachine Swamp, or is now delivered for that purpose. There has been about 50 tons of U iron recovered from the Lake near Duck Harbor, at a cost of about $400 to the Company (or $8 per ton) which was also used for repairs. A considerable amount of iron has been repaired this year, at a cost up to the 1st of October of about $900, including shops. I may further add that all the sidings have been robbed long since for the use of the main line, partly this year and partly last year. In some few cases those sidings taken up last year have been re-laid with T iron (new), but the great majority have been re-laid with the old worn-out rails taken from the main line.

3RD.—IRON REQUIRED NOW TO PUT ROAD IN EFFICIENT ORDER.

I have had a very close estimate made of this by the various Inspectors, from which it appears that fully 2500 tons is required in order to remove *all* defective bars from the track, and leave a reserve of 500 tons or so for accidents, &c., &c., but I believe if we receive 1000 tons now we can keep the line in very fair order for twelve months or so longer, by keeping our repair shops going at the same time.

4TH.—AMOUNT OF BALLAST AT PRESENT ON LINE.

This can only be very roughly estimated. In some places the material used as ballast was so very fine, and was put on in such small quantities, that it has mixed up with the formotion or roadbed, or been washed away by storms, so that at present it has nearly altogether disappeared, while in other places, as at River Beaudette and Moss Bank Pits the material used has been so acted upon and disintegrated by the frost and exposure to the atmosphere, that it is now rather difficult to distinguish it from clay. The following

statement, however, I believe to be as near the present state of the case as it is possible to arrive at, viz.:

M. B. 1	to	30	= 30	miles,	averages	1800	c. y. per mile,	= 54,000	c. yds.
" 30	"	50	= 20	"	"	1300	"	26,000	"
" 50	"	120	= 70	"	"	1900	"	133,000	"
" 120	"	170	= 50	"	"	1800	"	90,000	"
" 170	"	180	= 10	"	"	3000	"	30,000	"
" 180	"	215	= 35	"	"	1900	"	66,500	"
" 215	"	235	= 20	"	"	2300	"	46,000	"
" 235	"	264½	= 29½	"	"	1900	"	56,050	"
" 264½	"	267½	= 3	"	"	4000	"	(new line Duck H.), 12,000	"
" 267½	to	333	= 65½	"	"	2000	"	131,000	"

Total quantity on whole line,..... 664,550 c. yds.

Or *about* 1900 *cubic yards per mile.*

5TH.—QUANTITY OF BALLAST PUT ON THIS YEAR.

In round numbers it is as follows:—

1st. Put on by Maintenance Contractors, ...17,800 c. yds.
2nd. " by the Company,.....35,200 "

Total,.....53,000 c. yds.

Or about 160 cubic yards per mile.

6TH.—QUANTITY OF BALLAST STILL REQUIRED.

In order to put the road in a proper state of efficiency, and so avoid the great cost of renewals to iron, and the other expenses incidental to maintaining a road without a sufficiency of ballast, such as wear and tear of engines, and rolling stock generally, &c., I estimate that on an average about 1000 cubic yards per mile, at the very least, is still required, or 333,000 cube yards between Montreal and Toronto; this with what is now on, will give a total of something like 1,000,000 c. yds., or about 3,000 c. yds. per mile, which surely cannot be considered out of the way when the great effects of the frost and cold of our Canadian winters are remembered. I do not mean to say that we cannot get on with a smaller quantity, or that it is either possible or desirable to put on all this in one season; what I mean is, that until such time as fully the above-mentioned quantity of ballast is put on, it cannot be said that the Central Division is fully ballasted.

I remain, Sir, Yours very truly,

R. P. COOKE.

THOMAS E. BLACKWELL, Esq.,
Montreal.

F.

GRAND TRUNK RAILWAY—TORONTO AND LONDON DISTRICT,

ENGINEER'S OFFICE,
GUELPH, Nov. 2, 1859.

DEAR SIR,—In accordance with the instructions contained in your Circular of the 15th, I beg to report as follows:—

1st. "As to the quality of Rails on the Division and renewals during the past year also quantity required to render the Road efficient."

With the exception of Toronto City Section, the road, as regards metal, is now in good order, and we shall require no more iron for repairs during the present year.

The renewals during the year from Toronto to Stratford amount to 376 rails. Concerning the Toronto Section, the rails on the sharp curves near the new Engine-house are much worn—and, indeed, the whole of the Esplanade line, from the fact of its having to sustain an extra amount of traffic; but it can stand as at present during this Winter, but will require next Spring, say 150 bars, to put it in good order.

2nd. "Amount of ballast put on the Line during the year, and what is still required."

The total amount of ballast put on the Line during the year, comes to 11,132 c. yards; and I do not consider any more will be required until next Spring, with the exception of say 800 yards, for making up "slacks" at the ends of the Bridges.

As to the total amount of ballast on the Line, I have no means of ascertaining correctly at present; but, should you require it, I will have measurements taken, and be able to give you an approximate estimate of the whole amount.

3rd. "My opinion as to the most efficient manner of carrying on the maintenance of the Line is, that it can be maintained at much less expense and more effectually by the Company, than by letting it by contract. The objections to letting maintenance by contract are very many, and, as I have on former occasions expresssed my opinions and objections, I need not here enumerate them or remark further, than by personal knowledge and experience only I am enabled to judge of the relative merits of both systems, and find that the advantages in every respect are in favor of the Company keeping the maintenance in their own hands. The result of both systems you will find on this Division by referring to the accounts for the current year.

"As to the manner I shall propose working the system of maintenance." I would for the first year on the new portion of the road from St. Mary's to Detroit, divide the work into 5 mile sections, and on each section place a "gang" of three or four men, as might be required, each section to be supplied with a complete set of tools and one "lorry." Over those "gangs" I would place a Track Inspector for every 50 miles of road. Also for every 50 miles I would have a blacksmith's shop, for repairs of tools, rails, making frogs, &c., which would be a vast saving, and preferable to the present method of paying for such work.

As a summary to the above remarks, I would state, in reply to your enquiries: 1st. That our iron on this Division is good and the Road in good order. 2nd. That very little ballast is required. And 3rd. That I am decidedly in favor of keeping the maintenance in our own hands, being convinced it is the best method both on the score of economy and keeping the Line in good condition.

I am, dear Sir,
Yours very truly,

JOHN ROBINSON,
Div. Engineer.

T. E. Blackwell, Esq.,
Montreal.

POINT ST. CHARLES, *October 28th*, 1859.

THOMAS E. BLACKWELL, ESQ.,
Vice-President,
Managing Director Grand Trunk Railway,
Montreal.

DEAR SIR,—In submitting the following Report of our operations during half-year ending 30th June last, it will be unnecessary to remind you that I was appointed Locomotive Superintendent but a few weeks before that date, therefore, further than having most heartily co-operated with my predecessor during the time he was in office, I can claim no merit for the economical management of the Department which the accompanying returns exhibit. These returns are embraced in a Schedule of Statements, and are appended to this Report in full.

In comparing Expenses of Locomotive Working and Repairing with that during corresponding period of last year, I find there has been effected a reduction of $3\frac{533}{1000}$ cents in cost of Train Miles, or $2\frac{995}{1000}$ cents in cost of Engine Miles, equal in round numbers to $35,000 saving in the half-year, and in the Car Department a saving of $\frac{136}{1000}$ cents per mile has been made, equal to $12,500, as per statement D.

Mr. TREVITHICK in resigning his trust left the Rolling Stock in a good and efficient state of repair, and the Locomotive Repairing Establishments at Point St. Charles, Longueuil, Queen's Wharf, and Gorham, in excellent working order, and are well supplied with tools for the past rate of work. It will, however, be expedient, to enable us to carry out the desired economy, to introduce steam hammers and other mechanical improvements, as adopted elsewhere with advantage. The shops have hitherto been found well suited to our wants, both as to fitness and capacity; but if, as we are to expect a much larger extent of repairs in our workshops at Point St. Charles, it will be necessary to extend the conveniences, particularly if to repairs we have to add the construction of any considerable quantity of new Car stock, for which we have already found our buildings too small

In the course of the past year we have turned out one first-class Engine, and we have also built and put on the road two sleeping cars, which for comfort to travellers, workmanship, and material, will compare favorably with any similar cars made on this Continent, and having established the best model we are proceeding to complete the required quantity.

The fifty new box cars which are now being built at Point St. Charles will be ready for delivery before the close of the year; and I may add that my experience of the past six years in the Company's service is, that no Rolling Stock obtained elsewhere can compete in point of workmanship and material with our own, as now turned out.

As per statement B you will find details of our present Engine stock, which consists of 78 Passenger and 125 Freight Engines. There are 3 more Heavy Freight Engines being built at the Amoskeag Company's Works, Manchester, and will be delivered in the course of the present year.

The Passenger Engines are well adapted to our Passenger Traffic. Many of the Freight Engines are light, but under ordinary circumstances they average a load of 14 to 16 loaded Cars "through," and the heavier Engines are capable of hauling 16 to 18 loaded Cars.

The grades and curves between Toronto and Belleville, and between Sherbrooke and Island Pond, are very severe, and tell greatly on our Locomotives; but from my recent investigations, I consider that the inconvenience felt on both of these districts may be lessened or mitigated.

We have had 10 to 12 of our heavy Engines ballasting and used in construction all this summer; some of them will require extensive repairs before they can be depended upon for the regular work, but no time will be lost in getting them into good order.

It affords me much satisfaction to refer you to the regularity with which our Trains have been worked, and our freedom from all accidents, affords the best proof that the stock must be in excellent condition.

The Locomotive and Car Staff under me is second to none, and the principle of awarding every six months premiums to drivers and firemen, and also the presentation by the Directors of silver medals yearly to the best men for economy, regular running, care and freedom from accident, is causing a very desirable amount of emulation, and is being attended with the best results. I state this after the fullest consideration of the subject.

I remain, dear Sir, yours truly,

W. S. MACKENZIE.

A

Loco. Dept.

GRAND TRUNK RAILWAY.

SCHEDULE OF RETURNS RECEIVED FROM LOCOMOTIVE DEPARTMENT.

MARKED	CONTENTS.
A	Superintendent's Report as to the state generally of the Locomotive and Car Departments.
B	Tabular Statement of all the Engines, with details of their character and their present distribution on the line.
C	Written analysis of Statement B.
D	Comparative statement shewing the total miles run, total cost, and cost per mile, of Locomotive and Car Departments, for the 6 months ending 30th June, 1858, and
E	Statement shewing the Names of Local Foremen, their Location, number of Miles under the charge of each, number of Engines do., number of Pits at each Engine Station and other points on the Road, and the Monthly Cost of each Station.
F	Statement showing the total Car Stock, its distribution, condition, and approximate value; also the Engine Stock, its distribution, and approximate value.
G	Comparative Divisional statement shewing the rates in cents per mile of the various items of Expenditure for Locomotive Working and Repairing, from January 1857, to June 1859, inclusive.
H	Statement shewing the rates in cents per mile (all Divisions combined) of the various items of Expenditure for Locomotive Working and Repairing, from January 1857, to June 1859, inclusive.
I	Statement shewing the rates per mile for Repairing Cars, Oil and Waste for working them, and the total cost per mile per car, from January 1857, to June 1859, inclusive.
K	List of Staff in Locomotive, Car, and Fuel Departments, as per latest returns, shewing average rate of each class, as compared with other American Railways.
L	Statement shewing the miles run to one cord of Wood of 128 cubic feet, the consumption of wood, in cubic feet, per mile run, and the maximum and minimum on each Division for six months, ending 31st December, 1857, 30th June, 1858, 31st December, 1858, and 30th June, 1859.
M	List of Medallists.

)CK.

CYLIN-DER.	
Diameter.	Stroke.
15	20
"	"
"	22
17	"
14	20
15	"
13	"
14	22
15	20
16	22
14	"
15	"
16	"
15	"
"	"
"	"
16	"
14	"
15	"
"	24
"	"
"	20
16	"
15	22
"	"
14	"
"	"
"	20
17	"
16	"
"	"
"	"
"	24
"	30

CYLINDER.				HEATING SURFACE IN SQUARE FEET.			TUBES.				STATE OF REPAIRS.	Section where stationed
Diameter.	Stroke.	Diameter of Driving Wheels.	Pressure of Steam in pounds per sq. inch.	Tubes.	Fire Box.	Fire Bars.	No.	Diameter.	Length.	Of what material.		
		ft in										
15	20	5. 6	110	611. 00	70. 50	12. 50	127	1¾	10. 6	Copper.	In good order	Portland.
"	"	"	"	635. 00	67. 00	12. 00	132	"	"	"	"	"
"	"	"	"	630. 00	70. 00	11. 67	"	"	10. 11	"	"	"
"	22	5. 0	"	635. 00	68. 00	12. 00	"	"	10. 6	"	"	"
17	"	"	"	813. 00	82. 50	12. 50	169	"	"	"	"	"
14	20	5. 0	110	625. 00	66. 66	10. 66	134	"	10. 5	"	"	"
15	"	5. 6	"	630. 00	75. 00	12. 50	132	"	"	"	"	"
13	"	5. 6	"	500. 00	59. 00	11. 00	117	"	11. 0	"	"	"
14	22	4. 8	"	709. 00	69. 00	10. 67	139	2	10. 6	Brass	"	"
15	20	5. 6	"	688. 00	75. 00	12. 50	125	"	"	"	Having thorough overhaul.	"
16	22	"	"	818. 00	82. 50	"	150	"	10. 5	"	In good order	"
14	"	5. 6	"	627. 00	70. 00	"	114	"	10. 6	"	"	"
15	"	5. 0	"	743. 00	79. 00	"	129	"	11. 0	Copper	Working but requiring repairs.	"
16	"	"	"	825. 00	82. 50	"	150	"	10. 6	Brass	In good order	"
15	"	"	"	775. 00	67. 67	12. 00	141	"	"	"	"	"
"	"	"	"	781. 00	"	"	"	"	10. 7	"	"	"
"	"	5. 6	"	717. 00	79. 00	12. 50	140	1¾	10. 6	"	"	"
16	"	5. 0	"	825. 00	71. 00	13. 50	150	2	"	"	Having thorough overhaul.	"
14	"	6. 0	"	720. 00	70. 00	12. 50	125	"	11. 0	Copper.	In good order	"
15	"	"	"	783. 00	79. 00	"	136	"	"	"	"	"
"	24	5. 0	"	806. 00	78. 33	13. 25	140	"	"	Brass	Having slight repairs.	"
"	"	"	"	"	"	"	"	"		"	In good order	"
"	20	5. 6	"	635. 00	70. 00	12. 50	132	1¾	10. 6	"	"	"
16	"	5. 0	"	887. 00	80. 00	13. 67	154	2	11. 0	"	"	"
15	22	"	"	775. 00	67. 67	12. 00	141	"	10. 6	"	"	"
"	"	"	"	"	"	"	"	"	"	"	Working but requiring repairs.	"
14	"	6. 0	"	720. 00	70. 00	12. 50	125	"	11. 0	"	In good order	"
"	"	"	"	"	"	"	"	"	"	"	"	"
"	20	5. 6	"	688. 00	68. 00	11. 33	"	"	10. 0	"	"	"
17	"	5. 0	"	806. 00	78. 34	13. 25	140	"	11. 0	"	Working but requiring repairs	"
16	"	5. 0	"	"	"	"	"	"	"	"	In good order	"
"	"	"	"	887. 00	80. 00	13. 67	154	"	"	"	"	"
"	"	"	115	963. 00	71. 25	16. 12	160	"	11. 6	"	"	"
"	24	5. 0	110	922. 00	93. 00	16. 00	"	"	11. 0	Copper.	"	"
"	20	"	"	851. 00	93. 00	15. 85	150	"	10. 10	Brass	"	Central.

Loco. Dept.

B.

GRAND TRUNK RAILWAY C

STATEMENT SHEWING THE LEADING PARTICULARS OF

OCTOBER 1859.

No. of Engine.	NAME OF BUILDER.	Date of Delivery.	Passenger or Freight.	WEIGHT Of Engine in Working order.	WEIGHT Of Tender in Working order.	Extreme length of Engine and Tender.	CYLINDER. Diameter.	CYLINDER. Stroke.	Diameter of Driving Wheels.	Pressure of Steam in pounds per sq. inch.	HEATING SURFACE IN SQUARE FEET. Tubes.	HEATING SURFACE IN SQUARE FEET. Fire Box.	HEATING SURFACE IN SQUARE FEET. Fire Bars.	TUBES. No.	TUBES. Diameter.	TUBES. Length.	TUBES. Of what material.	STATE OF REPAIRS.	Section where stationed.
				t's.c't.	t's.c't.				ft in										
1	Portland Company.	Nov. 1848	Fre't.	23. 10	16. 0	42. 6	15	22	5. 0	100	788.54	69.16	11.25	144	2	10. 5½	Brass	In good order	Eastern
2	"	May 1850.	Pas'r.	23. 8	14. 0	44. 6	"	"	5. 0	110	632.48	64.65	10.15	132	"	"	"	"	"
3	"	Sept. 1851.	"	23 14	16. 0	43. 6	16	"	"	100	809.76	70.40	11.75	160	"	"	"	Requiring repairs	"
4	"	Aug. 1851.	"	23 0	14. 3	44. 9	15	20	"	"	624.92	70.20	12.85	132	"	10. 4	"	In good order	"
5	Peto and Co.	Jan. 1855.	"	25. 5	13. 7	41. 9	"	"	6. 0	110	902.80	75.25	13.25	178	1¾	"	"	"	"
6	"	"	"	"	"	"	"	"	"	"	"	70.75	13.60	"	"	"	"	"	"
7	Boston Works.	July 1852.	Fre't.	23. 9	15.12	45. 5	16	24	5. 0	"	913.46	81.65	13.30	158	2	11. 0½	"	Fair order	"
8	"	"	"	"	"	"	"	"	"	108	"	"	"	"	"	"	"	Having thorough overhaul	"
9	Portland Company.	Dec. 1851.	Pas'r.	24. 2	16.10	44.10	15	22	5.6	100	819.41	57.65	11.55	160	1¾	10. 7	"	In good order	"
10	Kinmond.	July 1854.	Fre't.	22. 0	15.12	46. 5	14	21	5.0	"	921.54	69.75	11.50	160	2	11. 0	"	Having light repairs	"
11	Amoskeag Co.	Nov. 1852.	"	25. 0	"	43. 8	16	24	4.0	"	972.19	86.15	13.40	170	"	"	"	In good order	"
12	"	"	"	"	"	"	"	"	"	"	"	84.85	13.35	"	"	"	"	"	"
13	"	Dec. 1852	Pas'r.	"	"	45. 4	"	20	5.6	"	964.30	86.65	15.55	"	"	10.10	"	Having thorough overhaul	"
14	Portland Co.	Jan. 1858	Fre't.	25.10	17.13	48. 0	"	22	5.0	110	921.54	82.00	14.35	160	"	11. 0	"	In good order	"
15	Amoskeag Co.	Aug. 1853.	"	"	15.12	43. 8	"	24	4.6	100	964.36	86.15	13.40	170	"	10.10	"	Having light repairs	"
16	"	Sept. 1853.	Pas'r.	"	"	45. 4	"	20	5.0	"	"	84.45	13.00	"	"	"	"	In good order	"
17	Kinmond.	"	"	26. 2	19.13	45.10	"	24	"	"	746.56	72.45	11.70	136	"	10.10½	"	"	"
18	Amoskeag Co.	Oct. 1853.	Fre't.	25. 2	15.12	44. 6	"	"	4.6	110	946.30	83.75	13.00	170	"	10.10	"	In fair order	"
19	"	"	Pas'r.	"	"	44.10	"	20	5.0	100	"	"	"	"	"	"	"	"	"
20	Kinmond.	Nov. 1853.	Fre't.	26.12	18 11	45. 6	15	24	5.0	115	891.69	73.10	11.40	156	"	10.11	"	"	"
21	Boston Works.	Feb. 1854.	Pas'r.	24.10	18. 4	46. 2	16	20	5.0	112	812.00	85.00	13.25	141	"	11. 0	"	Having thorough overhaul	"
22	"	"	"	"	"	"	"	"	"	100	"	85.50	"	"	"	"	"	In good order	"
23	Peto and Co.	Feb. 1855.	"	23.12	13 7	41. 9	15	"	6.0	110	902.80	76.25	13.55	178	1¾	10. 4	"	"	"
24	Boston Works.	Feb. 1854.	Fre't.	24.16	18. 1	45. 6	17	"	5.6	"	817.46	83.60	13.30	141	2	11. 2	"	Laid off, broken Cylinder	"
25	Kinmond.	Aug. 1854	Pas'r.	28. 2	16. 9	46. 5	15	21	5.6	100	921.54	85.55	13.45	160	"	11. 0	"	In good order	"
26	Portland Co.	Jan. 1854.	"	21. 2	14. 6	44. 4	14	22	"	115	681.73	75.80	12.55	124	"	10. 6	"	Having general overhaul	"
27	Amoskeag Co.	May 1854	Fre't.	"	"	43. 7	"	20	5.0	100	647.87	76.55	11.55	116	"	10. 8	"	In good order	"
28	"	"	"	"	"	"	"	"	"	"	"	75.60	12.60	"	"	"	"	Waiting for repairs	"
29	Kinmond.	June 1854.	"	26.12	19 13	45.10	16	24	"	"	886.98	74.30	11.55	154	"	11. 0	"	In fair order	"
30	"	"	Pas'r.	26. 2	"	"	"	"	5.6	110	"	74.35	11.65	"	"	"	"	In good order	"
31	"	Feb. 1854.	Fre't.	26.12	"	"	"	"	5.0	100	"	66.95	10.55	"	"	"	"	In fair order	"
32	Amoskeag Co.	May 1854.	"	27.12	16. 9	45. 0	"	"	"	"	972.19	85.65	13.00	170	"	"	"	In good order	"
33	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
34	Good.	Sept. 1854.	Pas'r.	26. 0	16. 0	48. 8	"	22	5.6	"	857.39	88.25	14.50	150	"	10.11	"	"	"
35	New Jersey Works.	"	"	26.14	17.12	48. 2	17	20	6.0	110	850.33	99.35	15.75	174	1¾	10. 8	"	"	"
36	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
37	Amoskeag Co.	"	Fre't.	25. 6	15. 6	46. 1	16	"	5.0	"	833.22	78.50	13.00	154	2	10. 4	"	"	"
38	"	Oct. 1854	"	"	"	"	"	"	"	"	"	82.10	"	"	"	"	"	In fair order	"
39	"	Jan. 1855.	"	"	"	"	"	"	"	"	"	78.50	"	"	"	"	"	In good order	"
40	"	"	"	"	"	"	"	"	"	"	"	82.16	12.90	"	"	"	"	Having new Tyres	"
41	Peto and Co.	Nov. 1854	Pas'r.	25. 5	13. 7	41. 9	15	"	6.0	"	902.80	75.70	13.60	178	1¾	"	"	In good order	"
42	"	Feb. 1855.	"	"	"	"	"	"	"	"	"	73.40	14.00	"	"	"	"	"	"
43	"	March 1855.	"	"	"	"	"	"	"	110	"	"	"	"	"	"	"	Requiring repairs	"
44	"	"	"	"	"	"	"	"	"	"	"	66.75	11.75	"	"	"	"	In good order	"
45	"	"	"	23.12	"	"	"	"	"	120	"	76.75	13.75	"	"	"	"	"	"
46	"	April 1855.	Fre't.	25.12	"	"	16	"	5.6	"	877.45	92.80	15.28	"	"	10. 1	"	"	"
47	"	May 1855.	"	"	"	"	"	"	"	110	"	86.00	14.75	"	"	"	Iron	Working but requiring repairs	"
48	"	Dec. 1855.	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
49	"	Jan. 1856.	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	In good order	"
50	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	Working but requiring repairs	"
51	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	Having thorough overhaul	"
52	"	Dec. 1856.	Pas'r.	25. 5	"	"	15	"	6.0	120	902.81	88.08	13.75	"	"	10. 4	Brass	In good order	Central
53	Boston Works.	Feb. 1854.	Fre't.	24.16	18. 1	45. 6	17	"	5.0	100	817.46	70.10	13.00	141	2	11. 2	"	Having new tube plates	Eastern
54	Portland Co.	Nov. 1855.	"	23.16	16. 4	47 10	15	24	"	110	933.05	79.85	12.85	162	"	11. 0	"	In good order	Central
55	"	Feb. 1856.	"	"	"	"	"	"	"	100	"	79.50	12.75	"	"	"	"	"	"
56	"	May 1856.	"	24.16	17. 4	"	16	20	"	"	886.98	80.00	12.25	154	"	"	"	Having new Tyres	"
57	Peto and Co.	Nov. 1858.	"	25.12	18. 7	43.10	"	"	"	120	877.45	91.00	14.75	178	1¾	10. 1	Iron	Having Wheels turned	"
58	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	Brass	In good order	"
59	"	"	"	"	"	"	"	"	"	110	"	86.00	"	"	"	"	Iron	"	"
60	"	"	"	"	"	"	"	"	"	"	"	83.00	13.25	"	"	"	"	"	"
61	"	"	"	"	"	"	"	"	"	100	"	86.50	14.75	"	"	"	"	"	"
62	"	Dec. 1855.	"	"	"	"	"	"	"	110	"	91.75	"	"	"	"	"	"	"
63	"	"	"	"	"	"	"	"	"	"	"	90.50	15.00	"	"	"	"	"	"
64	"	Jan. 1856.	"	"	"	"	"	"	"	"	"	84.60	14.35	"	"	"	"	Requiring new tube plates	"
65	"	Nov. 1855.	Pas'r.	25. 5	13 7	41. 9	15	"	6.0	120	902.80	76.75	13.60	"	"	10. 4	Brass	In good order	"
66	"	Jan. 1856.	"	"	"	"	"	"	"	110	"	80.75	13.50	"	"	"	"	"	"
67	"	Dec. 1855.	"	"	"	"	"	"	"	"	"	"	"	"	"	"	Iron	"	"
68	Portland Co.	May 1856.	"	24.12	18 18	47.10	16	"	5.6	"	886.98	80.80	12.40	154	2	11. 0	Brass	"	"
69	Peto and Co.	Nov. 1855.	"	25. 5	13 7	41. 9	15	"	6.0	"	"	67.85	13.25	178	1¾	10. 4	"	"	"
70	"	May 1856	"	23.12	"	"	"	"	"	"	"	73.40	14.00	"	"	"	"	"	Eastern
71	Kinmond.	"	"	28. 2	16. 9	46. 5	"	21	5.6	"	907.57	72.65	12.15	160	2	10.10	"	"	Central
72	Portland Co.	July 1856.	Fre't.	24.16	18. 4	47. 4	16	20	5.0	"	876.90	82.90	13.50	154	"	10.10½	"	"	"
73	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
74	Peto and Co.	"	"	25.12	18. 7	43.10	"	"	"	"	877.45	91.75	14.75	178	1¾	10. 1	"	"	"
75	"	"	"	"	"	"	"	"	"	80	"	"	"	"	"	"	Iron	"	"
76	"	Sept 1856.	"	"	"	"	"	"	"	110	"	92.50	15.00	"	"	"	"	"	"
77	"	Oct. 1856.	"	"	"	"	"	"	"	120	"	91.00	14.75	"	"	"	"	Having new tube plates	"
78	"	"	"	"	"	"	"	"	"	110	"	86.50	"	"	"	"	"	In good order	"
79	"	"	"	"	"	"	"	"	"	"	"	87.50	15.00	"	"	"	"	"	"
80	"	"	"	"	"	"	"	"	"	"	"	87.00	14.65	"	"	"	"	Having light repairs	"
81	"	"	"	"	"	"	"	"	"	100	"	84.75	14.50	"	"	"	"	Having thorough overhaul	"
82	"	"	"	"	"	"	"	"	"	110	"	87.00	14.65	"	"	"	"	In good order	"
83	"	Nov. 1856.	"	"	"	"	"	"	"	"	"	82.05	13.75	"	"	"	"	"	Eastern
84	"	Oct. 1856.	"	"	"	"	"	"	"	120	"	81.00	14.75	"	"	"	"	"	"
85	"	Nov. 1856.	"	"	"	"	"	"	"	100	"	87.10	14.85	"	"	"	"	Having light repairs	Central
86	Kinmond.	Oct. 1856.	Pas'r.	28. 2	16. 9	46. 5	15	21	5.6	100	907.57	72.65	11.90	160	2	10.10	Brass	Working but soon require tube plate	"
87	"	Nov. 1856.	"	"	"	"	"	"	"	110	"	"	11.75	"	"	"	"	Having thorough overhaul	"
88	Ontario Foundry.	Oct. 1856.	"	24. 2	14.10	45. 6	"	20	"	100	896.23	77.45	15.45	158	"	"	Copper	In good order	"
89	"	"	"	"	"	"	"	"	"	"	"	93.10	14.80	"	"	"	"	"	"
90	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
91	"	"	"	"	"	"	"	"	"	"	"	85.75	14.50	"	"	"	"	Requiring new tube plate	"
92	"	Nov. 1856.	"	"	"	"	"	"	"	"	"	97.95	15.50	"	"	"	"	In good order	"
93	"	Feb. 1857.	"	"	"	"	"	"	"	"	"	93.75	16.25	"	"	"	"	"	"
94	Manchester Works.	Nov 1856.	"	25. 6	15. 0	46. 1	"	"	6.0	"	833.22	62.85	12.85	154	"	10. 4	Brass	"	Western
95	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
96	"	Dec. 1856.	"	"	"	"	"	"	"	110	"	"	"	"	"	"	"	"	"
97	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	Having thorough repairs	"
98	"	Nov. 1856.	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	In good order	"
99	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	Having new Wheels	"
100	"	"	"	"	"	"	"	"	"	100	"	"	"	"	"	"	"	In good order	"
101	Portland Co.	Sept. 1848	Fre't.	23.10	16. 6	39. 9	"	22	5.0	110	787.00	67.00	11.00	145	"	10. 6	Copper	"	Portland
102	"	Dec. 1848.	"	"	"	41. 0	"	"	"	"	"	72.75	"	"	"	"	"	"	"
103	"	Feb. 1849.	"	22.15	"	"	"	"	"	"	"	71.00	12.50	"	"	"	"	"	"

No. of Engine.	NAME OF BUILDER.
104	Portland Co
105	"
106	"
107	"
108	"
109	"
110	"
111	"
112	"
113	"
114	"
115	"
116	"
117	"
118	"
119	"
120	"
121	"
122	"
123	"
124	Boston Works
125	"
126	Portland Co
127	"
128	"
129	"
130	"
131	"
132	"
133	Boston Works
134	"
135	Portland Co
136	"
137	"
138	Good
139	Portland Co
140	"
141	Good
142	"
143	"
144	Portland Co
145	Peto and Co
146	"
147	Manchester Worl
148	"
149	"
150	Amoskeag Co
151	"
152	"
153	"
154	"
155	"
156	"
157	"
158	"
159	"
160	"
161	"
162	"
163	"
164	"
165	Portland Co
166	"
167	"
168	Hamilton Works
169	"
170	"
171	Kingston Works
172	"
173	"
174	"
175	Amoskeag Co
176	"
177	"
178	"
179	"
180	"
181	"
182	"
183	"
187	Peto and Co
188	"
189	"
190	"
191	"
192	"
193	"
194	"
195	Hamilton Works
196	"
197	"
198	"
199	"
200	"
201	"
202	"
203	Ontario Foundry
204	"
205	"
206	"
207	"
208	"
209	Grand Trunk Co

RAILWAY OF CANADA.

NG PARTICULARS OF PRESENT LOCOMOTIVE STOCK.

OCTOBER 1859.

Section where stationed.	No. of Engine.	NAME OF BUILDER.	Date of Delivery.	Passenger or Freight.	WEIGHT. Of Engine in Working order.	WEIGHT. Of Tender in Working order.	Extreme length of Engine and Tender.	CYLINDER. Diameter.	CYLINDER. Stroke.	Diameter of Driving Wheels.	Pressure of Steam in pounds per sq. inch.	HEATING SURFACE IN SQUARE FEET. Tubes.	HEATING SURFACE IN SQUARE FEET. Fire Box.	HEATING SURFACE IN SQUARE FEET. Fire Bars.	TUBES. No.	TUBES. Diameter.	TUBES. Length.	TUBES. Of what material.	STATE OF REPAIRS.	Section where stationed
					Ts.c't.	Ts.c't.				ft in										
Eastern...	104	Portland Co.	May 1840.	Pas'r.	24. 14	15. 0	46. 0	15	20	5. 6	110	611.00	70.50	12.50	127	1½	10. 6	Copper.	In good order	Portland.
"	105	"	Dec. 1840.	"	22. 7	16. 0	41. 3	"	"	"	"	635.00	67.00	12.00	132	"	"	"	"	"
"	106	"	Feb. 1850.	"	22. 8	"	41. 0	"	"	"	"	690.00	70.00	11.67	"	"	10. 11	"	"	"
"	107	"	Jan. 1851.	Fre't.	"	"	"	"	22	5. 0	"	635.00	68.00	12.00	"	"	10. 6	"	"	"
"	108	"	"	"	24. 4	18. 4	42. 6	17	"	"	"	813.00	82.50	12.50	169	"	"	"	"	"
"	109	"	Dec. 1851.	"	22. 7	16. 0	41. 6	14	20	5. 6	110	625.00	66.66	10.66	131	"	10. 5	"	"	"
"	110	"	Jan. 1852.	Pas'r.	"	"	42. 0	15	"	5. 6	"	630.00	75.00	12.50	132	"	"	"	"	"
"	111	"	April 1852.	Fre't.	20. 0	13. 5	38. 3	15	"	5. 0	"	560.00	59.00	11.00	117	"	11. 0	"	"	"
"	112	"	June 1852.	"	22. 12	15. 0	42. 0	14	22	4. 8	"	709.00	69.00	10.67	139	2	10. 6	Brass	"	"
"	113	"	Nov. 1852.	"	22. 7	16. 0	39. 0	15	20	5. 0	"	698.00	75.00	12.50	125	"	"	"	Having thorough overhaul.	"
"	114	"	Jan. 1853.	"	24. 4	18. 4	42. 6	16	22	"	"	818.00	82.50	"	150	"	10. 5	"	In good order	"
"	115	"	"	Pas'r.	21. 0	14. 6	38. 6	14	"	5. 6	"	627.00	70.00	"	114	"	10. 6	"	"	"
"	116	"	April 1853	Fre't.	23.10	16. 0	42. 3	15	"	5. 0	"	783.00	79.00	"	129	"	11. 0	Copper.	Working but requiring repairs.	"
"	117	"	"	"	24. 4	18. 4	42. 6	16	"	"	"	825.00	82.50	"	150	"	10. 6	Brass	In good order	"
"	118	"	May 1853.	"	24. 0	14. 11	43. 0	15	"	"	"	775.00	67.67	12.00	141	"	"	"	"	"
"	119	"	June 1853.	"	"	"	"	"	"	"	"	781.00	"	"	"	"	10. 7	"	"	"
"	120	"	"	Pas'r.	23. 8	14. 3	38. 0	"	"	5. 6	"	717.00	79.00	12.50	140	1½	10. 6	"	"	"
"	121	"	Sept. 1853.	Fre't.	24. 4	18. 4	42. 6	16	"	5. 0	"	825.00	71.00	13.50	156	2	"	"	Having thorough overhaul.	"
"	122	"	Nov. 1853.	Pas'r.	22. 0	14. 6	41. 9	14	"	6. 0	"	720.00	76.00	12.50	125	"	11. 0	Copper.	In good order	"
"	123	"	"	"	23.10	16. 0	41. 0	15	20	"	"	783.00	79.00	"	136	"	"	"	"	"
"	124	Boston Works.	March 1854	Fre't.	23.17	"	43. 0	"	24	5. 6	"	806.00	78.33	13.25	140	"	"	Brass	Having slight repairs.	"
"	125	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	In good order.	"
"	126	Portland Co.	Jan. 1854.	Pas'r.	22. 7	"	44. 6	"	20	5. 6	"	635.00	70.00	12.50	132	1½	10. 6	"	"	"
"	127	"	March 1857.	Fre't.	25.10	17.13	45. 0	16	"	5. 0	"	887.00	80.00	13.67	154	2	11. 0	"	"	"
"	128	"	March 1854.	"	22.17	15.13	41. 3	15	22	"	"	775.00	67.66	12.00	141	"	10. 6	"	"	"
"	129	"	"	"	"	"	41. 6	"	"	"	"	"	"	"	"	"	"	"	Working but requiring repairs.	"
"	130	"	Feb. 1854	Pas'r.	21.10	14. 0	41. 3	14	"	6. 0	"	720.00	76.00	12.50	125	"	11. 0	"	In good order	"
"	131	"	March 1854.	"	"	"	41. 9	"	"	"	"	"	"	"	"	"	"	"	"	"
"	132	"	June 1854.	"	21. 0	"	43. 0	"	20	5. 6	"	668.00	68.00	11.33	"	"	10. 0	"	"	"
"	133	Boston Works.	July 1854.	Fre't.	24.16	18. 4	44. 0	17	"	5. 0	"	806.00	78.34	13.25	140	"	11. 0	"	Working but requiring repairs	"
"	134	"	"	Pas'r.	"	"	"	16	"	5. 6	"	"	"	"	"	"	"	"	In good order	"
"	135	Portland Co.	March 1857.	"	25.18	17.16	45. 0	"	"	"	"	887.00	80.00	17.67	154	"	"	"	"	"
"	136	"	Aug. 1854.	"	24.16	17. 0	"	"	"	"	115	993.00	71.25	16.12	160	"	11. 6	"	"	"
"	137	"	April 1852.	Fre't.	28.16	17.10	44. 0.	"	24	5. 6	110	922.00	96.00	16.00	"	"	11. 0	Copper.	"	"
"	138	Good	Sept. 1854.	"	26. 0	16. 0	48. 3	"	20	"	"	851.00	93.20	15.85	150	"	10.10	Brass	"	Central.
"	139	Portland Co.	Dec. 1851.	"	24. 4	17.16	42. 6	15	22	"	"	804.00	82.50	12.50	145	"	10. 7	Copper.	Having slight repairs	Portland
"	140	"	Aug. 1852.	"	"	"	43. 0	16	"	"	"	831.00	"	"	150	"	"	"	In good order.	"
"	141	Good	Nov. 1856.	"	26. 0	16. 0	48. 8	"	20	"	100	856.56	89.55	15.25	152	"	10. 9	Brass	"	Central.
"	142	"	March 1858.	Pas'r.	27. 0	"	"	17	"	5. 6	"	898.49	96.50	15.30	156	"	11. 0	"	"	"
"	143	"	Jan. 1857.	Fre't.	26. 0	"	"	16	"	5. 6	110	855.56	91.25	15.50	153	"	10. 9	"	In fair order.	"
"	144	Portland Co.	Feb. 1859.	"	29.16	16. 0	48. 0	"	22	"	"	880.98	80.00	13.66	154	"	11. 0	"	In good order	"
"	145	Peto and Co.	Dec. 1856.	"	25.12	18. 7	43.10	"	20	"	115	877.45	83.45	14.70	178	1¼	10. 1	Iron.	"	"
"	146	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	Having new tube plate	"
"	147	Manchester Works.	Nov. 1856.	"	25. 6	15. 0	46. 4	"	"	"	100	833.22	62.85	12.85	154	2	10. 4	Brass	Having thorough overhaul	Western.
"	148	"	Dec. 1856.	"	"	"	"	"	"	"	110	"	"	"	"	"	"	"	In good order	"
"	149	"	Nov. 1856.	"	"	"	"	"	"	"	100	"	"	"	"	"	"	"	Requiring repairs	"
"	150	Amoskeag Co	Oct. 1856.	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	Having light repairs	"
"	151	"	Dec. 1856.	"	"	"	"	"	"	"	110	"	"	"	"	"	"	"	Fair order, (ballasting).	"
"	152	"	"	"	"	"	"	"	"	"	100	"	"	"	"	"	"	"	In good order	"
"	153	"	Nov. 1856.	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	Fair order, (ballasting).	"
"	154	"	Dec. 1856	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
Central...	155	"	Oct. 1856.	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	Requires general overhaul	"
Eastern...	156	"	Jan. 1857.	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	Fair order, (ballasting).	"
Central...	157	"	Dec. 1856	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	In good order	"
"	158	"	"	"	"	"	"	"	"	"	110	"	"	"	"	"	"	"	Fair order, (ballasting).	"
"	159	"	Jan. 1857.	"	"	"	"	"	"	"	100	"	"	"	"	"	"	"	"	"
"	160	"	Nov. 1856.	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
"	161	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	In good order	"
"	162	"	"	Pas'r.	"	"	"	"	0. 0	"	"	"	"	"	"	"	"	"	"	"
"	163	"	Oct. 1856.	Fre't.	"	"	"	"	5. 0	"	"	"	"	"	"	"	"	"	"	Central.
"	164	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
"	165	Portland Co.	March 1857.	"	25.10	17. 3	44. 3	"	"	"	120	886.98	80.00	15.00	"	"	11. 0	"	"	Portland
"	166	"	May 1857.	Pas'r.	"	"	45. 0	"	"	5. 6	"	"	"	"	"	"	"	"	"	"
"	167	"	March 1858.	Fre't.	29.16	16. 9	48. 0	"	22	5. 0	115	"	"	"	"	"	"	"	"	Eastern.
"	168	Hamilton Works.	April 1857.	Pas'r.	"	"	46. 5	15	21	5. 6	120	921.54	85.55	13.45	160	"	"	"	"	Central.
"	169	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
"	170	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	Having thorough overhaul.	Eastern.
"	171	Kingston Works.	"	Fre't	24. 2	14.10	43.10	16	22	4. 8	"	895.24	91.60	15.00	158	"	10.10	Copper.	In good order	Central.
"	172	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
Eastern...	173	"	"	Pas'r.	"	"	"	"	20	5. 6	100	"	92.00	14.75	"	"	"	"	"	"
Central...	174	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	Having slight repairs	"
"	175	Amoskeag Co.	Dec. 1857.	Fre't.	28. 7	19. 8	50. 0	"	24	5. 0	120	1036.84	89.75	15.00	194	1½	10.11	Brass	In good order	"
"	176	"	Feb. 1858.	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
"	177	"	April 1858.	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
"	178	"	June 1858.	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
"	179	"	Aug. 1858.	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
"	180	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
"	181	"																		
"	182	"																		
"	183	"																		
"	187	Peto and Co.	Nov. 1857.	Fre't.	25.12	18. 7	43.10	16	20	5.0	120	877.45	83.45	14.78	178	1¼	10. 1	Brass	In good repair	Central.
"	188	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	Requiring light repairs.	"
Eastern...	189	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	In good order	Eastern.
"	190	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	Central.
Central...	191	"	Dec. 1857.	"	26.10	"	"	17	22	"	110	985.96	89.25	14.75	200	"	"	"	"	"
"	192	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	Requiring general overhaul.	"
"	193	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	Having thorough overhaul.	"
"	194	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	In good order	"
"	195	Hamilton Works.	Nov. 1857.	Pas'r.	29.16	16. 9	46. 5	15	21	5.6	"	921.54	85.55	13.46	160	2	11. 0	"	"	"
"	196	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
"	197	"	March 1858.	"	"	"	"	15½	"	"	"	"	"	"	"	"	"	"	"	"
"	198	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
"	199	"	May 1858.	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
Western.	200	"	July 1858.	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
"	201	"	"	Fre't.	"	"	"	"	5.0	"	"	"	"	"	"	"	"	"	"	Western.
"	202	"	Sept. 1858.	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
"	203	Ontario Foundry.	Dec. 1857.	"	24. 2	14.10	46.10	16	22	4.8	"	895.23	91.60	15.00	158	"	10.10	Copper.	"	Central.
"	204	"	March 1858.	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
"	205	"	Jan. 1859.	"	"	"	"	24	5.0	"	"	"	"	"	"	"	"	"	"	"
"	206	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
Portland.	207	"	"	Pas'r.	"	"	"	20	5.6	"	"	"	"	"	"	"	"	"	"	"
"	208	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
"	209	Grand Trunk Co	May 1859.	Fre't.	29. 0	19.10	50. 6	"	"	5.0	120	1084.37	89.75	"	"	1¼	11. 5	Brass	"	"

W. S. MACKENZIE.

Loco. Dept.

C.

ANALYSIS OF "STATEMENT SHEWING LEADING PARTICULARS OF ENGINE STOCK" MARKED B.

OF THE 203 ENGINES FORMING OUR PRESENT STOCK, THE FOLLOWING IS A SUMMARY OF THE PLACES OF MANUFACTURE, &c.

	Passenger.	Freight.	Total.
Manufactured by Amoskeag Co.,	4	32	36
do. Manchester Loco. Works,	7	3	10
do. Boston Loco. Works,	3	7	10
do. New Jersey Loco. Works,	2	0	2
do. Portland Co.,	21	31	52
do. Canada Works, Birkenhead,	14	36	50
do. Kingston Loco. Works,	10	6	16
do. Hamilton Loco. Works,	9	2	11
do. Kinmond Bros., Montreal,	6	4	10
do. Good, Toronto,	2	3	5
do. Company's Works, Pt. St. Charles,	0	1	1
	78	125	203
Manufactured in the United States,	37	73	110
do. Canadas,	27	16	43
do. England,	14	36	50
	78	125	203

Weight of the largest Engine,	29 tons 16 cwt.
do. smallest do.	20 " 0 "
do. largest Tender,	19 " 13 "
do. smallest do.	13 " 5 "
Extreme length of longest Engine and Tender together, over all is	50 feet 6 in.
do. shortest do. do. do.	38 " 3 "
Greatest amount of Total Heating surface,	1126·56 square feet.
Least do. do.	681·50 "

DISTRIBUTION OF ENGINES.

	Passenger.	Freight.	Total.
Portland Section,	16	25	41
Eastern do.	26	32	58
Central do.	28	51	79
Western do.	8	17	25
	78	125	203

CONDITION OF ENGINES.

	Passenger.	Freight.	Total.
In good working order,	65	78	143
In fair do.	1	14	15
Working but requiring repairs,	4	9	13
Having heavy repairs,	8	13	21
Having light do.	0	11	11
	78	125	203

DIMENSIONS OF PASSENGER ENGINES.

1	Engine with Cylinder	14 inch	Diameter,	20 inch	Stroke,	and	5 feet	6 inch	Driving	Wheel.
2	do.	14 "	do.	22 "	do.		5 "	6 "	do.	
3	do.	14 "	do.	22 "	do.		6 "	0 "	do.	

	Passenger.	Freight.	Total.
Portland Section,	16	25	41
Eastern do.	26	32	58
Central do.	28	51	79
Western do.	8	17	25
	78	125	203

CONDITION OF ENGINES.

	Passenger.	Freight.	Total.
In good working order,	65	78	143
In fair do.	1	14	15
Working but requiring repairs,	4	9	13
Having heavy repairs,	8	13	21
Having light do.	0	11	11
	78	125	203

DIMENSIONS OF PASSENGER ENGINES.

1	Engine with	Cylinder	14 inch	Diameter,	20 inch	Stroke,	and	5 feet	6 inch	Driving Wheel.
2	do.		14 "	do.	22 "	do.		5 "	6 "	do.
3	do.		14 "	do.	22 "	do.		6 "	0 "	do.
12	do.		15 "	do.	20 "	do.		5 "	6 "	do.
21	do.		15 "	do.	20 "	do.		6 "	0 "	do.
9	do.		15 "	do.	21 "	do.		5 "	6 "	do.
3	do.		15 "	do.	22 "	do.		5 "	6 "	do.
1	do.		15 "	do.	22 "	do.		6 "	0 "	do.
4	do.		15½ "	do.	21 "	do.		5 "	6 "	do.
14	do.		16 "	do.	20 "	do.		5 "	6 "	do.
1	do.		16 "	do.	20 "	do.		6 "	0 "	do.
2	do.		16 "	do.	22 "	do.		5 "	6 "	do.
2	do.		16 "	do.	24 "	do.		5 "	6 "	do.
1	do.		17 "	do.	20 "	do.		5 "	6 "	do.
2	do.		17 "	do.	20 "	do.		6 "	0 "	do.
78										

DIMENSIONS OF FREIGHT ENGINES.

1	Engine with	Cylinder	13 inch	Diameter,	20 inch	Stroke,	and	5 feet	0 inch	Driving Wheel.
3	do.		14 "	do.	20 "	do.		5 "	0 "	do.
1	do.		14 "	do.	21 "	do.		5 "	0 "	do.
1	do.		14 "	do.	22 "	do.		4 "	8 "	do.
1	do.		15 "	do.	20 "	do.		5 "	0 "	do.
11	do.		15 "	do.	22 "	do.		5 "	0 "	do.
5	do.		15 "	do.	24 "	do.		5 "	0 "	do.
2	do.		15½ "	do.	21 "	do.		5 "	0 "	do.
61	do.		16 "	do.	20 "	do.		5 "	0 "	do.
4	do.		16 "	do.	22 "	do.		4 "	8 "	do.
1	do.		16 "	do.	22 "	do.		5 "	0 "	do.
4	do.		16 "	do.	24 "	do.		4 "	8 "	do.
16	do.		16 "	do.	24 "	do.		5 "	0 "	do.
3	do.		17 "	do.	20 "	do.		5 "	0 "	do.
5	do.		17 "	do.	22 "	do.		5 "	0 "	do.
125										

N.B.—All the Engines are coupled except three Passenger.

Three new Freight Engines are being built by Amoskeag Manufacturing Co., which will be delivered this year.

W. S. MACKENZIE.

POINT ST. CHARLES, October, 1859.

D.

Loco. Dept.

GRAND TRUNK RAILWAY.

Comparative Statement showing the total Miles run, total cost, and cost per mile of Locomotive and Car Departments for the 6 Months ending 30th June 1858, and the corresponding 6 Months ending 30th June 1859, and the saving effected during the latter period.

LOCOMOTIVE DEPARTMENT.

ENGINE MILEAGE.

Total miles run by Engines for 6 Months ending 30th June 1858,	1,155,391
Total cost of Engines during same period,	$328,046.54
Equal to a mileage rate of,	C 28,393
Total miles run by Engines for 6 months ending 30th June 1859,	1,172,159
Total cost of Engines during same period,	$297,709.14
Equal to a mileage rate of,	C 25,398
Difference in favor of 1859,	C 2,995
Equal to a saving on the mileage of the half-year of,	$35,106.16

TRAIN MILEAGE.

Total miles run by Trains for 6 months ending 30th June 1858,	973,383
Total cost as above,	$328,046.54
Equal to a mileage rate of,	C 33,702
Total miles run by Trains for 6 months ending 30th June 1859,	988,428
Total cost as above,	$297,709.14
Equal to a mileage rate of,	C 30,120
Difference in favor of 1859,	C 3,582
Equal to a saving on the mileage of the half-year of,	$35.405.49

CAR DEPARTMENT.

Total Train miles run by Cars for 6 months ending 30th June 1858,	9,180,020
Total cost for repairing and oiling during same period,	$158,265.75
Equal to a train Mileage rate of,	C 01,724
Total Train miles run by Cars for 6 months ending 30th June 1859,	9,229,845
Total cost for repairing and oiling during same period,	$146,532.94
Equal to a train mileage rate of,	C 01,588
Difference in favor of 1859,	C 00,136
Equal to a saving on the mileage of the half-year of,	$12,552.59

POINT ST. CHARLES,
31st August, 1859.

W. S. MACKENZIE.

E.

Loco. Dept.

STATEMENT SHEWING THE NAMES OF ALL LOCAL FOREMEN, THEIR LOCATION, NUMBER OF MILES UNDER THE CHARGE OF EACH, NUMBER OF ENGINES UNDER CHARGE OF EACH, NUMBER OF PITS AT EACH ENGINE STATION AND OTHER POINTS ON THE ROAD, AND THE MONTHLY COST OF EACH STATION

Number of Local Foremen.	Where Stationed.	Number of Miles under charge of each.	Number of Engines under charge of each.	Number of Engine-Pits at each Station.	Cost of each Station, as per last Pay-Roll.
James Dougall ..	Point St. Charles ..	77	22	24	$1116 96
Samuel Phipps ..	Brockville	69	16	12	1262 67
George Bailey ...	Kingston.....	53	12	12	907 89
John Kennedy...	Belleville	72	15	12	1299 91
Charles Flavell..	Toronto	62	13	12	1275 97
James Martin....	Queen's Wharf.....	120	27	12	2130 95
George Watkins .	Longueuil.....	71	18	15	1058 49
John Griffith	Sherbrooke.....	72	11	18	1295 61
David Lister	Hadlow	137	17	9	1456 77
Thomas King....	Richmond	Foreman to act as Fitter or Extra Engineman.	5	9	494 70
W. Noyes	Island Pond.....	Foreman and Extra Engineman.	13	19	Included in Gorham.
A. O. Bailey.....	Gorham.....	74	14	9	978 06
Jonas Hamilton..	Portland	75	20	20	3990 71
		882	203	183	17268 69

Amount of Point St. Charles Repair Shops and Office Pay-Rolls.....	12917 87
" Longueuil " " " "	4174 66
" Queen's Wharf " " " "	2863 90
" Gorham " " " "	1249 98
" Steamboat No. 1 Pay-Rolls.....	162 95
" " " 2 "	71 25
" Pumpmen Eastern Division Pay-Rolls.....	436 90
" " Central " "	662 65
" " Western " "	172 30
Total amount of Pay-Rolls for Locomotive and Car Departments for month of September, 1859.....	$39981 15

LIST OF ENGINE PITS AT OTHER POINTS ON THE ROAD.

Name of Station.	Number of Pits.
South Paris.....	3
Bryants Pond	2
Northumberland.....	3
Somerset.....	3
Chaudiere	6
St. Thomas	3
St. Hyacinthe	2
Cornwall	3
Cobourg	3
Guelph	3
London.....	6
Total.....	37

Which, with the 183 at the regular Stations, makes a Total on the whole Line of 220.
Point St. Charles, October, 1859.

W. S. MACKENZIE.

Loco. Dept

F.

GRAND TRUNK RAILWAY.

STATEMENT SHEWING THE TOTAL CAR STOCK, ITS DISTRIBUTION, CONDITION AND APPROXIMATE VALUE.

CLASS.	DISTRIBUTION.					Number laid up for repairs.	Approximate value.
	Portland Division.	Eastern Division.	Central Division.	Western Division.	Total Number.		
First Class, ...	17	17	30	17	81	4	$194,400 00
Second Class, ...	.....	16	25	8	49	7	68,600 00
Composite,.....	.....	2	.....	.....	2	.....	3,400 00
Baggage, ...	2	6	12	2	22	2	26,400 00
Baggage and Post Office,	6	8	10	6	30	4	40,500 00
Box,.....	250	300	361	200	1111	52	777,700 00
Platform,.....	400	220	280	168	1068	35	587,400 00
Cattle, ...	.....	11	30	10	51	.....	35,700 00
Brake Vans, ...	12	6	12	2	32	1	25,600 00
Snow Ploughs,.....	7	13	10	4	34	.....	32,300 00
Ballast Waggons,.....	12	61	60	.....	133	4	73,150 00
	706	660	830	417	2613	109	$1,865,150 00

DISTRIBUTION AND VALUE OF LOCOMOTIVE STOCK.

DISTRIBUTION.	Number.	Value.
Portland Division, .	41	
Eastern do .	58	
Central do .	79	
Western do .	25	
	203	$2,268,250 00

N. B.—These Cars are constantly moving from one Division to another.

POINT ST. CHARLES,
October, 1859.

W. S. MACKENZIE.

ILWA

ve Working

RATE

WOOD.		OIL
Cubic Feet.	Cost.	Lbs. per 100
	Cts.Mls.	
4.89	15.15	7.
4.23	13.22	5.
4.58	14.30	6.
4.15	12.96	6.
3.53	11.04	6.
3.46	10.83	6.
4.09	12.76	6.
4.00	12.51	7.
3.04	09.51	5.
2.98	09.34	5.
3.92	12.28	4.
4.06	12.68	4.
4.39	13.71	6.
3.73	11.67	5.
4.01	12.54	4.
4.21	13.17	4.
3.85	12.04	5.
3.28	10.26	4.
3.02	09.43	4.
2.68	08.38	5.
3.47	10.87	4.
2.42	07.26	4.
2.40	07.21	3.
2.73	08.20	4.
2.99	08.98	4.
3.18	09.53	3.
3.53	10.60	3.
2.87	08.60	4.
3.26	09.47	3.
3.49	09.72	4.
2.68	07.78	3.
2.65	07.69	3.
2.45	07.13	3.
2.38	06.90	3
2.80	08.07	3.

EMS
ONS
ALF

G.

Loco. Dept.

GRAND TRUNK R

Comparative Divisional Statement, shewing the Rates in Cents per Mile, of the Various Items of Expenditure for Loco

PORTLAND.

RATES PER MILE IN CENTS, FOR

DATE.	Mileage.	Wood: Cubic Feet.	Wood: Cost.	Oil and Tallow: Lbs. per 100 miles run.	Oil and Tallow: Cost.	Small Stores.	Proportion of Attendance.	Engineman's and Fireman's Wages.	Total Cost of Working.	Total Cost of Repairing.	Total Cost of Working and Repairing.
1857.			Cts.Mls.		Cts.Mls.	Cts.Mls.	Cts.Mls.	Cts.Mls.	Cts.Mls.	Cts.Mls.	Cst.Mls.
January,	47.087	4.45	10.78	5.49	01.04	00.07	02.87	04.95	19.71	10.66	30.37
February,	41.662	4.27	10.03	5.68	00.94	00.29	02.19	05.61	19.06	10.54	29.60
March,	47.411	4.10	14.35	8.10	01.17	00.10	02.02	04.88	22.52	07.42	29.94
April,	50.677	3.49	12.08	7.45	01.07	00.06	01.67	04.43	19.31	29.93	49.24
May,	54.408	3.12	10.93	7.70	01.11	00.08	01.45	04.14	17.71	06.65	24.36
June,	65.943	2.95	10.33	7.45	01.07	00.05	01.45	03.94	16.84	06.33	23.17
	307.188	3.65	11.38	7.05	01.07	00.10	01.89	04.58	19.02	11.68	30.70
July,	69.683	2.73	09.55	5.[illegible]8	00.85	00.18	01.33	03.78	15.69	05.69	21.38
August,	66.374	2.85	09.89	5.09	00.84	00.19	01.48	03.98	16.38	04.89	21.27
September,	65.682	2.89	10.13	5.19	00.85	00.19	03.26	03.95	17.38	05.69	23.07
October,	62.713	3.01	10.55	5.18	00.86	00.20	01.47	04.18	17.26	03.78	21.04
November,	54.142	3.53	12.36	4.83	00.80	00.19	01.57	04.62	19.54	04.78	24.32
December,	54.190	3.88	13.61	4.88	00.82	00.18	01.57	04.31	20.49	04.03	24.52
	372.784	3.14	10.88	5.09	00.84	00.18	01.61	04.12	17.63	04.85	22.48
1858.											
January,	42.119	3.61	12.66	5.46	00.91	00.19	02.03	05.50	21.29	03.96	25.25
February,	39.738	3.73	13.06	5.27	00.88	00.20	01.95	05.65	21.74	07.53	29.27
March,	46.700	3.71	13.01	5.45	00.91	00.18	01.75	04.81	20.66	09.19	29.85
April,	47.704	3.01	10.54	4.93	00.82	00.19	01.67	04.82	18.04	07.48	25.52
May,	54.710	2.60	09.11	4.85	00.81	00.18	01.67	04.30	16.07	05.06	21.13
June,	63.595	2.50	08.77	4.70	00.77	00.19	01.46	03.96	15.09	04.11	19.20
	294.566	3.12	10.93	5.07	00.85	00.19	01.71	04.74	18.42	06.07	24.49
July,	65.644	2.36	07.11	4.86	00.81	00.17	01.59	03.92	13.60	03.14	16.74
August,	64.589	2.48	07.46	4.84	00.80	00.17	01.29	03.96	13.68	05.34	19.02
September,	62.784	2.50	07.52	4.61	00.77	00.18	01.33	04.07	13.87	05.32	19.19
October,	58.423	3.01	09.04	4.42	00.74	00.18	01.39	04.19	15.54	06.68	22.22
November,	57.745	3.46	10.39	4.70	00.80	00.18	01.68	04.20	17.25	08.65	25.90
December,	54.569	3.37	10.13	5.01	00.85	00.20	03.04	04.35	17.57	13.86	31.43
	363.753	2.84	08.53	4.74	00.79	00.18	01.54	04.11	15.15	06.95	22.10
1859.											
January,	48.180	3.47	10.08	5.32	00.90	00.21	02.36	04.65	18.10	15.17	33.27
February,	42.507	3.48	09.70	5.85	00.96	00.22	02.29	05.08	18.25	14.99	33.24
March,	52.648	3.39	09.84	4.84	00.82	00.20	02.42	04.25	17.53	09.82	27.35
April,	55.461	2.91	08.46	4.65	00.79	00.18	02.05	04.16	15.64	07.98	23.62
May,	54.449	2.55	07.42	5.00	00.85	00.17	01.88	04.24	14.56	09.09	23.65
June,	57.446	2.33	06.76	5.18	00.87	00.20	01.81	04.00	13.64	07.26	20.90
	310.691	2.99	08.62	5.11	00.86	00.19	02.11	04.36	16.14	10.43	26.57

EASTERN.

RATES PER MILE IN CENTS, FOR

DATE.	Mileage.	Wood: Cubic Feet.	Wood: Cost.	Oil & Tallow: Lbs. Per 100 miles run.	Oil & Tallow: Cost.	Small Stores.	Proportion of Attendance.	Engineman's and Fireman's Wages.	Total Cost of Working.	Total Cost of Repairing.	Total Cost of Working and Repairing.
			Cts.Mls.		Cts.Mls.	Cts.Mls.	Cts,Mls.	Cts.Mls.	Cts.Mls.	Cts.Mls.	Cts.Mls.
January,	50.856	5.02	15.07	4.67	00.70	00.11	05.06	05.10	26.04	10.85	36.89
February,	52.191	4.37	13.12	5.48	00.82	00.12	04.65	04.83	23.54	12.76	36.30
March,	59.598	4.47	13.42	5.40	00.81	00.12	03.93	04.61	22.89	10.34	33.23
April,	50.577	3.76	11.28	7.09	01.06	00.19	03.99	05.17	21.69	10.93	32.62
May,	52.374	3.30	09.92	5.31	00.79	00.14	03.62	04.96	19.45	08.95	28.40
June,	72.879	3.19	09.60	5.49	00.82	00.11	01.65	03.59	15.77	06.43	22.20
	338.475	3.97	11.93	5.56	00.84	00.13	03.68	04.64	21.22	09.82	31.04
July,	74.858	3.27	09.83	7.87	00.18	00.14	01.78	03.74	16.67	12.80	29.47
August,	68.337	3.15	09.47	5.82	00.87	00.11	01.90	03.73	16.08	11.74	27.82
September,	67.995	2.99	08.99	6.53	10.98	00.13	01.67	03.80	15.58	15.55	31.13
October,	59.026	3.10	09.32	4.51	00.73	00.11	02.12	04.29	16.57	09.08	25.65
November,	47.893	3.30	10.18	4.40	00.72	00.12	02.50	04.12	17.64	12.95	30.59
December,	49.936	4.42	13.28	4.08	00.67	00.13	03.33	04.39	21.80	12.54	34.34
	368.045	3.34	10.04	5.74	00.89	00.12	02.14	03.98	17.17	12.50	29.67
1858.											
January,	45.688	4.38	13.14	3.63	00.65	00.12	03.91	04.53	22.35	11.72	34.07
February,	44.400	5.00	15.61	3.77	00.67	00.12	03.55	04.36	23.71	11.75	35.46
March,	54.991	4.68	14.05	4.48	00.61	00.15	02.88	04.07	21.76	09.21	30.97
April,	50.230	3.49	10.50	3.87	00.48	00.12	02.49	04.23	17.82	09.07	26.89
May,	52.101	2.99	08.98	3.58	00.45	00.14	02.38	04.14	16.09	13.89	29.98
June,	62.216	2.85	08.56	4.59	00.57	00.15	01.86	03.68	14.82	07.77	22.59
	309.626	3.84	11.52	4.02	00.57	00.14	02.77	04.14	19.14	10.42	29.56
July,	62.464	2.77	08.33	3.29	00.36	00.07	01.63	03.67	14.06	08.27	22.33
August,	63.094	2.83	08.50	3.31	00.41	00.13	02.69	03.49	15.22	09.39	24.61
September,	62.421	2.87	08.64	2.69	00.44	00.11	01.64	03.47	14.30	06.88	21.18
October,	54.943	3.46	10.40	2.95	00.51	00.11	02.33	03.67	17.02	08.31	25.33
November,	54.765	3.94	11.83	2.64	00.48	00.11	02.59	03.81	18.82	09.23	28.05
December,	50.556	4.23	12.71	3.31	00.60	00.12	03.39	04.24	21.06	09.90	30.96
	348.243	3.30	09.93	3.04	00.40	00.11	02.34	03.70	16.54	08.62	25.16
1859.											
January,	50.910	4.52	13.11	3.05	00.56	00.11	03.60	04.11	21.49	10.23	31.72
February,	46.338	4.49	12.51	3.19	00.55	00.12	04.40	04.07	21.65	10.77	32.42
March,	57.145	3.93	11.41	3.22	00.58	00.11	03.07	03.66	18.83	09.63	28.46
April,	45.968	3.48	10.10	3.31	00.59	00.12	03.01	04.12	17.94	10.83	28.77
May,	51.565	3.19	09.26	3.44	00.62	00.13	02.20	03.90	16.11	09.83	25.94
June,	54.979	2.72	07.96	3.58	00.62	00.12	02.20	03.68	14.60	09.64	24.24
	306.905	3.70	10.68	3.30	00.59	00.12	03.05	03.91	18.35	10.11	28.46

G.

TRUNK RAILWAY.

xpenditure for Locomotive Working and Repairing, from January 1857 to June 1859, inclusive, with Half-Yearly Average.

FOR				CENTRAL. RATES PER MILE IN CENTS, FOR												WESTERN. RATES PER MILE IN CENTS, FOR											
					WOOD.		OIL & TALLOW.										WOOD.		OIL & TALLOW.								
Engineman's and Fireman's Wages.	Total Cost of Working.	Total Cost of Repairing.	Total Cost of Working and Repairing.	Mileage.	Cubic Feet.	Cost.	Lbs. per 100 miles run.	Cost.	Small Stores.	Proportion of Attendance.	Engineman's and Fireman's wages.	Total Cost of Working.	Total Cost of Repairing.	Total Cost of Working and Repairing.	Mileage.	Cubic Feet.	Cost.	Lbs. per 100 miles run.	Cost.	Small Stores.	Proportion of Attendance.	Engineman's and Fire man's wages.	Total Cost of Working.	Total C ost o airing.	Total Cost of Working and Repairing.
s.Mls.	Cts.Mls.	Cts.Mls.	Cts.Mls.			Cts.Mls.		Cts.Mls.	Cts.Mls.	Cts.Mls.	Cts.Mls.	Cts.Mls.	Cts.Mls.	Mls.Cts.			Cts.Mls.		Cts.Mls.	Cts.Mls.	Cts.Mls.	Cts.Mls.	Cts.Mls.	Cts.Mls.	Cts.Mls.
05.10	26.04	10.85	36.89	69.207	4.89	15.15	7.35	01.09	00.14	05.01	05.05	26.44	10.74	37.18	14.522	3.31	10.35	0.42	00.06	00.08	05.06	05.10	20.59	10.85	31.44
04.83	23.54	12.76	36.30	71.572	4.23	13.22	5.92	00.89	00.14	04.64	04.83	23.72	06.24	29.96	14.814	2.95	09.23	0.92	00.14	00.08	04.64	04.83	18.92	04.27	23.19
04.61	22.89	10.34	33.23	81.200	4.58	14.30	6.28	00.94	00.17	03.94	04.63	23.98	08.86	32.84	22.967	1.91	05.97	8.68	01.30	00.28	03.93	04.63	16.11	06.03	22.14
05.17	21.69	10.93	32.62	87.023	4.15	12.96	6.94	01.04	00.16	03.99	05.18	23.33	10.05	33.38	19.422	2.38	07.43	10.24	01.54	06.17	03.99	05.18	18.31	07.41	25.72
04.96	19.45	08.95	28.40	86.893	3.53	11.04	6.64	01.00	00.17	03.62	04.96	20.79	08.50	29.29	20.361	2.19	06.84	9.85	01.46	00.18	03.62	04.96	17.06	11.65	28.71
03.59	15.77	06.43	22.20	99.345	3.46	10.83	6.82	01.02	00.15	03.42	04.70	20.12	09.67	29.79	21.256	2.25	07.02	7.61	01.14	00.14	03.81	06.10	18.21	10.87	29.08
04.64	21.22	09.82	31.04	495.240	4.09	12.76	6.66	01.00	00.16	04.04	04.88	22.84	09.05	31.89	113.342	2.42	07.56	6.88	01.03	00.16	04.10	05.14	17.99	08.57	26.56
03.74	16.67	12.80	29.47	105.859	4.00	12.51	7.40	01.11	00.12	03.32	04.45	21.51	11.69	33.20	25.008	2.23	06.97	8.09	01.21	00.16	02.96	04.97	16.27	09.46	25.73
03.73	16.08	11.74	27.82	101.615	3.04	09.51	5.03	00.79	00.10	03.30	04.20	17.90	09.37	27.27	24.009	2.35	07.35	5.94	00.92	00.12	02.78	05.02	16.19	06.65	22.84
03.80	15.58	15.55	31.13	105.538	2.98	09.34	5.40	00.86	00.11	03.03	03.86	17.20	09.69	26.89	26.129	1.96	06.12	6.69	01.00	00.15	02.56	04.56	14.39	07.53	21.92
04.29	16.57	09.08	25.65	95.111	3.92	12.28	4.63	00.78	00.10	03.20	04.08	20.44	11.23	31.67	28.328	1.82	05.69	4.40	00.72	00.10	02.50	04.17	13.18	04.33	17.51
04.12	17.64	12.95	30.59	97.054	4.06	12.68	4.94	00.86	00.10	03.17	03.97	20.79	09.75	30.54	23.633	2.12	06.63	4.53	00.81	00.11	02.60	04.61	14.76	06.45	21.21
04.39	21.80	12.54	34.34	107.279	4.39	13.71	6.06	01.09	00.11	03.75	04.13	22.79	10.99	33.78	23.924	2.52	07.87	5.45	00.98	00.12	03.06	04.44	16.47	05.18	21.65
03.98	17.17	12.50	29.67	612.456	3.73	11.67	5.61	00.92	00.10	03.30	04.12	20.11	10.46	30.57	151.031	2.15	06.73	5.84	00.94	00.13	02.73	04.62	15.15	06.57	21.72
04.53	22.35	11.72	34.07	83.875	4.01	12.54	4.85	00.87	00.11	04.40	04.78	22.70	11.15	33.85	19.384	2.35	07.36	4.68	00.85	00.11	03.43	04.75	16.50	09.17	25.67
04.36	23.71	11.75	35.46	71.414	4.21	13.17	4.97	00.86	00.10	04.62	04.30	23.05	13.87	36.92	17.480	2.79	08.72	5.61	00.93	00.09	03.64	05.13	18.51	10.82	29.33
04.07	21.76	09.21	30.97	93.459	3.85	12.04	5.09	00.75	00.12	03.85	03.93	20.69	10.70	31.39	20.730	2.30	07.18	5.78	00.73	00.15	03.59	04.64	16.29	12.76	29.05
04.23	17.82	09.07	26.89	95.124	3.28	10.26	4.32	00.55	00.10	03.48	03.69	18.08	12.18	30.26	25.137	1.88	05.88	4.18	00.53	00.12	02.47	04.26	13.26	08.34	21.60
04.14	16.09	13.89	29.98	97.861	3.02	09.43	4.39	00.55	00.12	03.11	03.79	17.00	08.23	25.23	26.563	1.65	05.17	4.47	00.56	00.11	02.58	04.38	12.80	08.92	21.72
03.58	14.82	07.77	22.59	86.199	2.68	08.38	5.09	00.66	00.13	03.08	03.89	16.15	10.25	26.40	24.404	1.61	05.03	5.55	00.69	00.19	01.97	04.76	12.64	03.77	16.41
04.14	19.14	10.42	29.56	527.932	3.47	10.87	4.76	00.69	00.11	03.71	04.04	19.43	10.94	30.37	133.698	2.04	06.37	5.00	00.70	00.13	02.86	04.62	14.68	08.75	23.43
03.67	14.06	08.27	22.33	90.355	2.42	07.26	4.15	00.50	00.10	02.60	03.73	14.19	08.67	22.86	30.862	1.48	04.45	3.83	00.49	00.11	01.35	03.85	10.25	04.97	15.22
03.49	15.22	09.39	24.61	88.901	2.40	07.21	3.90	00.64	00.12	04.08	03.66	15.71	06.65	22.36	30.235	1.31	03.92	3.40	00.49	00.11	02.79	04.23	11.54	06.14	17.68
03.47	14.30	06.88	21.18	84.223	2.73	08.20	4.53	00.77	00.11	02.53	03.65	15.26	06.26	21.52	34.916	1.58	04.75	3.64	00.50	00.16	01.49	04.05	10.93	08.86	19.81
03.67	17.02	08.31	25.33	97.864	2.99	08.98	4.06	00.71	00.10	02.84	03.28	15.91	06.11	22.02	35.959	1.76	05 27	3.92	00.48	00.12	01.83	03.77	11.47	07.46	18.93
03.81	18.82	09.23	28.05	96.588	3.18	09.53	3.95	00.69	00.11	02.91	03.51	16.75	07.28	24.03	35.806	1.80	05.40	4.03	00.60	00.12	02.45	03.70	12.27	07.47	19.74
04.24	21.06	09.90	30.96	75.749	3.53	10.60	3.68	00.64	00.11	03.85	04.02	19.22	10.66	29.88	29.018	2.09	06.26	3.77	00.62	00.11	05.19	03.76	15.94	09.19	25.13
03.70	16.54	08.62	25.16	533.680	2.87	08.60	4.05	00.66	00.11	03.12	03.62	16.11	07.51	23.62	196.796	1.67	05.01	3.77	00.53	00.12	02.45	03.89	12.00	07.37	19.37
04.11	21.49	10.23	31.72	73.490	3.26	09.47	3.48	00.62	00.12	04.24	03.95	18.40	08.89	27.29	23.997	2.33	06.76	3.30	00.55	00.11	04.63	03.69	15.74	09.90	25.64
04.07	21.65	10.77	32.42	76.687	3.49	09.72	4.06	00.68	00.13	04.78	03.66	18.97	08.79	27.76	22.947	2.28	06.34	3.18	00.52	00.12	05.33	03.14	15.45	07.56	22.95
03.66	18.83	09.63	28.46	84.611	2.68	07.78	3.64	00.64	00.12	03.58	03 70	15.82	06.93	22.75	27.501	1.95	05.77	3.25	00.54	00.10	02.68	03.21	12 30	06.56	18.86
04.12	17.94	10.83	28.77	84.046	2.65	07.69	3.54	00.63	00.11	03.79	03.65	15.87	06.70	22.57	30.721	2.01	05.84	3.35	00.57	00.12	02.18	03.44	12.15	09.09	21.24
03.90	16.11	09.83	25.94	80.759	2.45	07.13	3.83	00.67	00.12	02.81	03.84	14.57	08.98	23.55	35.181	1.47	04.28	3.36	00.58	00.12	01.96	03.51	10.45	08.85	19.30
03.68	14.60	09.64	24.24	84.757	2.38	06.90	3 80	00.68	00.13	02.56	03.71	13.98	08.99	22.97	38.386	1.16	03.37	2.96	00.50	00.12	01.76	03.39	09.14	08.15	17.29
03.91	18.35	10.11	28.46	484.350	2.80	08.07	3.73	00.65	00.12	03.60	03.75	16.19	08.18	24.37	179.233	1.80	05.17	3.22	00.55	00.12	02.85	03.40	12.09	08.36	20.45

H.

Locc. Dept.

STATEMENT SHEWING THE RATES IN CENTS PER MILE, OF THE VARIOUS ITEMS OF EXPENDITURE FOR LOCOMOTIVE WORKING AND REPAIRING, ALL DIVISIONS COMBINED FROM JANUARY 1857 TO JUNE 1859 INCLUSIVE, WITH THE HALF YEARLY AVERAGES.

DATE.	Mileage.	Wood.		Oil and Tallow.		Small Stores.	Proportion of Attendance.	Enginemen's and Firemen's Wages.	Total cost of working.	Total cost of repairing.	Total cost of work. & rep.
		Cubic Feet.	Cost.	lbs. ℔ 100 mil. run.	Cost.						
		Cts Mls	Cts. Mls.	Cts. Mls.	Cts. Mls.	Cts. Mls	Cts. Mls	Cts. Mls	Cts. Mls.	Cts Mls	Cts Mls.
1857.											
January.	181672	4.69	13.61	5.56	00.89	00.10	04.47	05.05	24.12	10.76	34.88
February.	180339	4.17	12.13	5.33	00.82	00.16	04.08	05.01	22.20	08.96	31.16
March.	211176	4.15	13.16	6.70	01.00	00.15	03.50	04.68	22.49	08.65	31.14
April.	207699	3.71	11.82	7.41	01.10	00.14	03.42	05.00	21.48	14.87	36.35
May.	214036	3.25	10.34	6.89	01.02	00.14	03.07	04.76	19.33	08.44	27.77
June.	259423	3.16	10.04	6.68	00.99	00.12	02.45	04.31	17.91	08.01	25.92
	1254245	3.80	11.73	6.48	00.98	00.14	03.41	04.77	21.03	09.86	30.89
July	275408	3.32	10.53	7.05	01.07	00.15	02.36	04.12	18.24	10.28	28.52
August.	260335	2.96	09.40	5.34	00.83	00.13	02.42	04.10	16.88	08.59	25.47
September.	265344	2.86	09.13	5.76	00.90	00.13	02.45	03.94	16.55	09.99	26.54
October.	245178	3.25	10.36	4.72	00.79	00.12	02.41	04.17	17.85	08.02	25.87
November.	222722	3.58	11.42	4.75	00.81	00.13	02.58	04.23	19.17	08.88	28.05
December.	235329	4.09	13.01	5.31	00.92	00.13	03.08	04.26	21.40	09.13	30.53
	1504316	3.32	10.58	5.53	00.90	00.13	02.54	04.13	18.28	09.18	27.46
1858.											
January.	191066	3.84	12.18	4.68	00.82	00.13	03.66	04.88	21.67	09.50	31.17
February.	173032	4.16	13.17	4.80	00.82	00.13	03.63	04.71	22.46	11.56	34.02
March.	215880	3.89	12.30	5.08	00.75	00.14	03.12	04.22	20.53	10.20	30.73
April.	218195	3.11	09.87	4.34	00.59	00.13	02.74	04.13	17.46	09.99	27.45
May.	231235	2.76	08.76	4.33	00.59	00.14	02.54	04.06	16.09	08.84	24.93
June.	236414	2.57	08.19	4.90	00.67	00.16	02.19	03.95	15.16	07.28	22.44
	1265822	3.33	10.57	4.68	00.70	00.13	02.93	04.29	18.62	09.45	28.07
July.	249325	2.38	07.14	4.08	00.55	00.11	01.94	03.77	13.51	06.66	20.17
August.	246819	2.40	07.20	3.94	00.61	00.13	02.84	03.77	14.55	06.94	21.49
September.	244344	2.55	07.65	3.95	00.65	00.14	01.84	03.76	14.04	06.55	20.59
October.	247188	2.92	08.77	3.88	00.64	00.13	02.24	03.65	15.43	06.92	22.35
November.	244904	3.21	09.64	3.84	00.66	00.13	02.48	03.77	16.68	08.06	24.74
December.	209892	3.46	10.38	3.95	00.68	00.13	03.46	04.13	18.78	11.11	29.89
	1442472	2.80	08.41	3.94	00.63	00.13	02.44	03.80	15.41	07.62	23.03
1859.											
January.	196577	3.53	10.23	3.80	00.67	00.14	03.63	04.13	18.80	10.90	29.70
February.	188479	3.59	09.99	4.13	00.69	00.15	04.19	04.02	19.04	10.52	29.56
March.	221905	3.09	08.96	3.77	00.66	00.13	03.06	03.76	16.57	08.26	24.83
April.	216196	2.81	08.14	3.75	00.65	00.13	02.96	03.85	15.73	08.24	23.97
May.	221954	2.49	07.24	3.95	00.69	00.13	02.31	03.90	14.27	09.19	23.46
June.	236068	2.24	06.53	3.94	00.69	00.14	02.17	03.72	13.25	08.58	21.83
	1281179	2.92	08.42	3.89	00.67	00.14	03.00	03.89	16.12	09.22	25.34

POINT ST. CHARLES, October, 1859. W. S. MACKENZIE.

Loco. Dept.

I.

GRAND TRUNK RAILWAY.

Statement shewing the Rates per Mile for Repairing Cars, Oil and Waste for Working them, and the Total Cost per Mile per Car, from Jan. 1857 to June 1859, inclusive.

DATE.	Miles run by one car.	Oil and waste for working cars.	Wages and material for repairing.	Total cost per mile per car.
1857.		Cts.Mls.	Cts.Mls.	Cts.Mls.
January	902,794	00.17	02.13	02.30
February	1,044,231	00.15	02.10	02.25
March	1,487,602	00.16	01.74	01.90
April	1,344,194	00.25	01.85	02.10
May	1,255,162	00.17	01.47	01.64
June	1,589,744	00.15	01.40	01.55
	7,623,727	00.16	01.75	01.91
July	1,476,266	00.18	01.44	01.62
August	1,365,775	00.16	01.42	01.58
Sept	1,805,435	00.12	01.23	01.35
Oct	1,761,343	00.13	01.00	01.13
Nov	1,669,656	00.09	00.94	01.03
Dec	1,857,623	00.12	01.53	01.65
	9,936,098	00.14	01.25	01.39
1858.				
January	1,178,013	00.13	01.86	01.99
February	1,087,649	00.12	01.91	02.03
March	1,652,258	00.12	01.67	01.79
April	1,765,333	00.11	01.44	01.55
May	1,782,688	00.10	01.44	01.54
June	1,686,082	00.13	01.52	01.65
	9,152,023	00.11	01.61	01.72
July	1,661,633	00.10	01.14	01.24
August	1,644,768	00.11	01.42	01.53
Sept	1,769,655	00.11	00.99	01.10
Oct	2,031,173	00.10	00.83	00.93
Nov	1,942,577	00.09	01.11	01.20
Dec	1,491,690	00.11	01.47	01.58
	10,541,496	00.10	01.14	01.24
1859.				
January	1,128,739	00.14	01.85	01.99
February	1,232,511	00.14	01.79	01.93
March	1,607,202	00.12	01.52	01.64
April	1,682,185	00.12	01.36	01.48
May	1,756,209	00.14	01.32	01.46
June	1,779,274	00.13	01.18	01.31
	9,183,120	00.13	00.46	01.59

W. S. MACKENZIE.

CLASS AS COMPARED WITH OTHER AMERICAN RAIL

	Upholsterers.		Watchmen.		Stationery Enginemen.		Locomotive Enginemen.		Firemen.		Cleaners.		Pumpmen.		Laborers.		Glaziers.	
Rate.	No.	Rate.	No.	Rate.	No.	Rate.	No.	Rate.	No.	Rate.	No.	Rate.	No.	Rate.	No.	Rate.	No.	Rate.
.40	1	1.30	2	.90	1	.70	4	1.54	102	1.15	1	.50	2	.80	5	.50	1	1.8
.00	1	1.20	15	1.00	1	1.15	1	1.55	2	1.54	2	.70	29	.90	1	.75		
.10			1	1.10	3	1.25	2	1.73			3	.80	33	1.00	1	.80		
.20			3	1.15	1	1.39	1	1.75			18	.90	1	1.10	12	.90		
.25			2	1.20	3	1.50	1	1.85			57	1.00	1	1.44	35	1.00		
.30			3	1.25			19	1.92			3	1.10	1	1.59	1	1.10		
.35			1	1.30			3	2.00			4	1.15	1	1.60	3	1.25		
.40			1	1.35			2	2.11			1	1.25			1	1.30		
.50			1	1.40			71	2.30										
.67																		
.75																		
.31	2	1.25	29	1.09	9	1.28	104	2.16	104	1.15	89	.97	68	.98	59	.95	1	
.44	..	....	..	....	..	....	....	2.50	....	1.50	..	....	..	....	23	1.11	..	
.62	..	....	..	....	..	....	..	2.50 2.30	....	1.50 1.30	..	.90	..	....	..	....	..	
...	..	....	..	1.16	..	....	....	2.38	....	1.33	..	....	..	....	..	....	..	

K.

Loco. Dept. LIST OF STAFF IN LOCOMOTIVE, CAR AND FUEL DEPARTMENTS AS PER LATEST RETURNS.—SHEWING

Foremen.		Clerks.		Draughtsmen.		Gate keepers.		Time and Store keepers.		Fitters.		Fitters Apprentices and Assistants.		Turners.		Machinermen.		Boiler makers.		Boiler makers Apprentices and Assistants.		Iron founders.		Iron founders Assistants.		Brass founders.		Brass founders Apprentices and Assistants.		Copper Smiths.		Copperamiths Assistants.		Tinsmiths.		Tinsmiths Assistants.		Black Smiths.		Strikers.		Spring makers.		Pattern makers.		Carpenters.	
No.	Rate.	No.	Rate.	No.	Rate.	No.	Rate.	No.	Rate.	No.	Rate.	No.	Rate.	No.	Rate.	No.	Rate.	No.	Rate.	No.	Rate.	No.	Rate.	No.	Rate.	No.	Rate.	No.	Rate.	No.	Rate.	No.	Rate.	No.	Rate.	No.	Rate.	No.	Rate.	No.	Rate.	No.	Rate.	No.	Rate.	No.	Rate.	No.	Rate.	No.	Rate.
1	1.80	1	.64	2	1.92	1	1.55	2	1.15	1	.75	1	.30	3	1.10	1	.35	2	1.20	1	.40	1	1.50	1	.40	1	1.00			1	1.25	1	.80	1	1.40	1	.80	1	1.00	1	.40	1	1.25	1	.60	1	.35	8
4	1.92	1	.96					1	1.20	3	1.20	4	.40	1	1.25	1	.40	1	1.50	1	.50	1	1.80	2	1.00	1	1.10			1	1.60	1	.90	1	1.60	1	1.00	2	1.30	1	.50	1	1.50	1	1.70	1	.60	7
1	2.00	1	1.00					1	1.25	1	1.25	6	.50	2	1.50	2	.50	3	1.60	1	.55					1	1.50			1	1.70	3	1.00					1	1.33	2	.80	2	1.70	1	1.75	1	.70	1
1	2.11	1	1.15					1	1.28	2	1.30	7	.60	5	1.60	2	.60	1	1.70	1	.60					1	2.00			2	2.00	1	1.15					3	1.40	7	.90	1	1.80	1	2.00	1	.75	7
4	2.30	3	1.35					1	1.30	1	1.35	2	.65	5	1.70	1	.85	1	1.75	1	.80																	6	1.50	45	1.00					7	1.00	7
6	2.49	2	1.44					1	1.40	2	1.40	4	.70	3	1.75	9	1.00	3	1.80	1	.90																	3	1.56	7	1.12					1	1.10	15
1	2.56	6	1.54					2	1.54	1	1.45	4	.80	1	1.80	4	1.10	1	1.90	6	1.00																	8	1.60	6	1.15					1	1.11	2
3	2.68	2	1.73							12	1.50	2	1.00	1	1.85	3	1.20			1	1.15																	6	1.70	1	1.20					2	1.12	7
5	2.88	2	1.92							1	1.54	1	1.15	5	1.90	1	1.25																					4	1.75	1	1.25					11	1.20	9
1	3.26	1	2.11							1	1.56	2	1.25			1	1.30																					9	1.80	1	1.38					5	1.25	1
2	3.83	1	2.39							8	1.60					1	1.35																					2	1.83							13	1.30	1
1	7.67									2	1.65					1	1.40																					1	1.89							2	1.35	
										14	1.70					1	1.50																					4	1.90							1	1.37	
										3	1.75					1	1.70																					2	2.00							14	1.38	
										1	1.78																											1	2.22							14	1.40	
										10	1.80																																			9	1.50	
										1	1.85																																			4	1.60	
										15	1.90																																			1	1.67	
										2	2.00																																			4	1.75	
										1	2.15																																			1	1.90	
GRAND TRUNK RAILWAY AVERAGE RAT																																																	
30	2.71	21	1.51	2	1.92	1	1.55	9	1.31	82	1.66	33	.67	26	1.63	29	1.01	12	1.62	13	.84	2	1.65	3	.80	4	1.40			5	1.71	6	.98	2	1.50	2	.90	53	1.67	72	1.01	5	1.59	4	1.76	94	1.20	65
GREAT WESTERN RAILWAY AVERAGE RA																																																	
..	....	..	....	..	....	..	....	..	....	75	1.69	27	1.03	14	1.78	6	1.26	13	1.95	17	1.07	1	2.00	..	....	..	....			4	1.95	..	....	3	1.45	..	....	20	1.90	29	1.22	..	....	3	2.25	10	1.27	..
ILLINOIS CENTRAL RAILWAY AVERAGE R																																																	
..	....	..	....	..	....	..	....	..	....	..	1.70	..	....	..	1.60	..	....	..	1.80	..	....	..	1.75	..	1.10	..	....			..	....	..	....	..	....	..	....	..	1.70	..	1.10	..	....	..	2.00	..	1.62	
BOSTON AND MAINE RAILWAY AVERAGE R																																																	
..	....	..	....	..	....	..	....	..	....	..	....	..	....	..	....	..	....	..	....	..	....	..	....	..	....	..	....			..	....	..	....	..	....	..	....	..	....	..	....	..	....	..	....	..	....	..	....

POINT ST. CHARLES, October, 1859.

K.

CTURNS.—SHEWING AVERAGE RATES OF EACH CLASS AS COMPARED WITH OTHER AMERICAN RAILWAYS.

Spring makers.		Pattern makers.		Carpenters.		Car repairers.		Car Inspectors.		Car Greasers.		Sawyers.		Pressmen.		Painters.		Upholsterers.		Watchmen.		Stationery Enginemen.		Locomotive Enginemen.		Firemen.		Cleaners.		Pumpmen.		Laborers.		Glaziers.		Messengers.		Boys.		Wood Agents and Clerks.		Woodmen.	
No.	Rate.	No.	Rate.	No.	Rate.	No.	Rate.	No.	Rate.	No.	Rate.	No.	Rate.	No.	Rate.	No.	Rate.	No.	Rate.	No.	Rate.	No.	Rate.	No.	Rate.	No.	Rate.	No.	Rate.	No.	Rate.	No.	Rate.	No.	Rate.	No.	Rate.	No.	Rate.	No.	Rate.	No.	Rate.
0	1.25	1	.60	1	.35	8	1.00	2	1.20	2	.50	3	1.00	3	1.00	1	.40	1	1.30	2	.90	1	.70	4	1.54	102	1.15	1	.50	2	.80	5	.50	1	1.80	1	.50	2	.38	1	1.00	1	.50
0	1.50	1	1.70	1	.60	7	1.10	2	1.50	1	.60	1	1.35	1	1.50	1	1.00	1	1.20	15	1.00	1	1.15	1	1.55	2	1.54	2	.70	29	.90	1	.75			1	1.10	1	.50	1	1.10	1	.75
0	1.70	1	1.75	1	.70	1	1.15	1	1.60	1	.80					1	1.10			1	1.10	3	1.25	2	1.73			3	.80	33	1.00	1	.80							1	1.28	1	.76
0	1.80	1	2.00	1	.75	7	1.20	1	1.75	6	.90					9	1.20			3	1.15	1	1.39	1	1.75			18	.90	1	1.10	12	.90							1	1.54	36	.90
0				7	1.00	7	1.25			12	1.00					1	1.25			2	1.20	3	1.50	1	1.85			57	1.00	1	1.44	35	1.00							1	1.73	63	1.00
				1	1.10	15	1.30			1	1.15					6	1.30			3	1.25			19	1.92			3	1.10	1	1.59	1	1.10							1	1.80	3	1.10
5				1	1.11	2	1.35			1	1.38					5	1.35			1	1.30			3	2.00			4	1.15	1	1.60	3	1.25							4	2.30	4	1.15
0				2	1.12	7	1.40									3	1.40			1	1.35			2	2.11			1	1.25			1	1.30									1	1.25
5				11	1.20	9	1.50									3	1.50			1	1.40			71	2.30																	1	1.28
8				5	1.25	1	1.60									1	1.67																									1	1.35
				13	1.30	1	1.75									3	1.75																									1	1.40
				2	1.35																																						
				1	1.37																																						
				14	1.38																																						
				14	1.40																																						
				9	1.50																																						
				4	1.60																																						
				1	1.67																																						
				4	1.75																																						
				1	1.90																																						
RAILWAY AVERAGE RATES.																																											
1	5 1.59	4	1.76	94	1.20	65	1.27	6	1.46	24	.93	4	1.09	4	1.12	34	1.31	2	1.25	29	1.09	9	1.28	104	2.16	104	1.15	89	.97	68	.98	59	.95	1	1.80	2	.80	3	.42	10	1.76	113	.98
RAILWAY AVERAGE RATES.																																											
2	....	3	2.25	10	1.27	..	....	..	....	..	....	..	....	..	....	4	1.44	..	....	..	....	..	....	....	2.50	....	1.50	..	....	..	....	23	1.11	..	....	..	....	..	....	..	....	....	....
RAILWAY AVERAGE RATES.																																											
0	....	..	2.00	..	1.62		1.62 / 1.05	....	....	..	....	..	....	..	....		1.62	..	....	..	....	..	....	..	2.50 / 2.30	....	1.50 / 1.30		.90	..	....	..	....	..	....	..	....	..	....	..	....	....	....
E RAILWAY AVERAGE RATES.																																											
..	....	..	....	..	....	..	....	..	....	..	....	..	....	..	....	..	....	..	....	..	1.16	..	....	....	2.38	....	1.33	..	....	..	....	..	....	..	....	..	....	..	....	..	....	....	....

W. S. MACKENZIE.

Loco

STAT
F
M
D

Six m

D

Six Mo
31st D

Six Mo
30th J

Six Mo
31st D

Six Mo
30th J

Po

L.

Loco. Dept.

GRAND TRUNK RAILWAY.

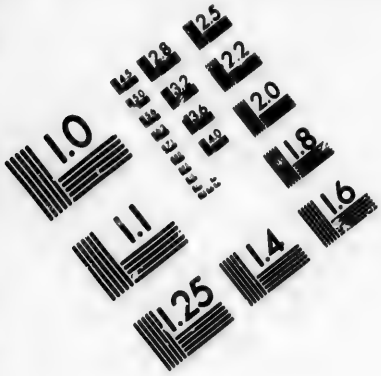
STATEMENT SHEWING THE MILES RUN TO ONE CORD OF WOOD OF 128 CUBIC FEET, THE CONSUMPTION OF WOOD, IN CUBIC FEET, PER MILE RUN, AND THE MAXIMUM AND MINIMUM ON EACH DIVISION FOR SIX MONTHS, ENDING 31ST DECEMBER, 1857, 30TH JUNE, 1858, 31ST DECEMBER, 1858, AND 30TH JUNE, 1859.

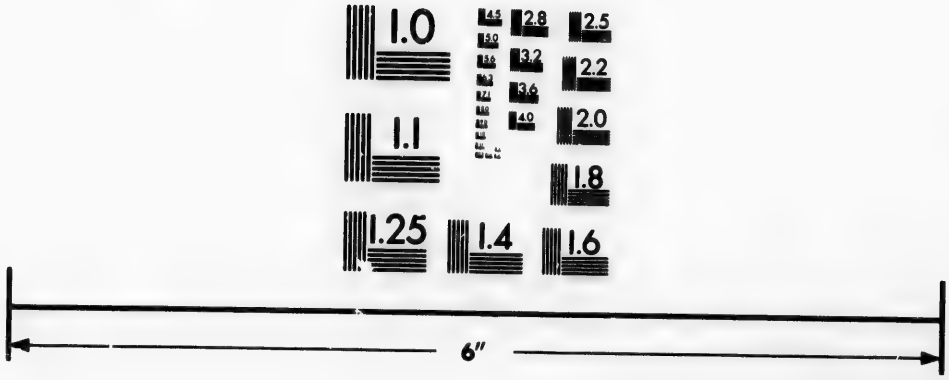
DATES.	Consumption of Wood in Cubic Feet per Mile Run.				Miles run to One Cord of Wood of 128 Cubic Feet.			
	Portland Division.	Eastern Division.	Central Division.	Western Division.	Portland Division.	Eastern Division.	Central Division.	Western Division.
	cub. ft.	cub. ft.	cub. ft.	cub. ft.	miles.	miles.	miles.	miles.
Six months, ending 31st Dec., 1857....	3.14	3.34	3.73	2.15	41	38	34	59
" " 30th June, 1858...	3.12	3.84	3.47	2.04	41	33	37	63
" " 31st Dec., 1858....	2.84	3.30	2.87	1.67	45	39	44	77
" " 30th June, 1859...	2.99	3.70	2.80	1.80	43	33.50	46	71

DATE.	Consumption of Wood in Cubic Feet per Mile run.								Miles run to One Cord of Wood of 128 Cubic Feet.							
	Portland Division.		Eastern Division.		Central Division.		Western Division.		Portland Division.		Eastern Division.		Central Division.		Western Division	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
	c. ft.	c. ft.	c. ft.	c. ft.	c. ft.	c. ft	c. ft.	c. ft.	Mil.	Mil.	Mil.	Miles	Mil.	Mil.	Mil.	Mil.
Six Mon's, end 31st Dec., 18[illegible]	[illegible]8	2.73	4.42	2.99	4.39	2.58	2.52	1.82	47	33	43	29	43	29	70	51
Six Mon's, end 30th June, [illegible]	[illegible]	2.50	5.00	2.88	4.21	2.68	2.79	1.61	51	34	45	25.50	48	30	80	46
Six Mon's, end'g 31st Dec., 1858.	3.46	2.36	4.[illegible]	2.7[illegible]	3.53	2.40	2.09	1.31	54	37	47	30	53	36	98	61
Six Mon's, end'g 30th June, 1859.	3.48	2.33	4.55	2.72	3.49	2.38	2.33	1.16	55	37	47	28	54	37	110	55

W. S. MACKENZIE.

Point St. Charles,
15th November, 1859.





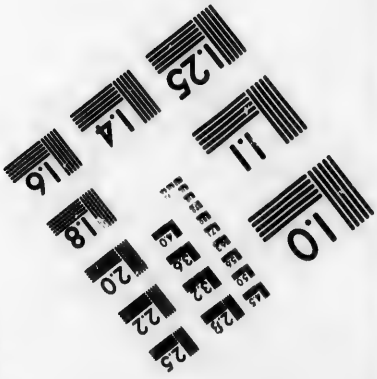


IMAGE EVALUATION
TEST TARGET (MT-3)

6"

Photographic
Sciences
Corporation

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

2.8
2.5
3.2
2.2
3.6
2.0
4.0
1.8
1.0

Loco. Dept.

M.

LIST OF DRIVERS AND FIREMEN WHO HAVE RECEIVED MEDALS.

A. Smith,	Driver,	Queen's Wharf.
Wm. Ogle,	Do	Point St. Charles.
R. Trench,	Do	Longueuil.
Wm. Todd,	Do	Hadlow.
N. S. Grant,	Do	Portland.
W. Somerville,	Fireman,	Don.
T. Critchley,	Do	Brockville.
M. Hussey,	Do	Kingston.
T. Donohue,	Do	Point St. Charles.
J. A. True,	Do	Portland.

SOM JANUARY 1st, 1854.

			1860.				
We endnt.	cts.	Average per mile per wk. $ cts.	Week ending	Mls.	Amount. $ cts.	Average per mile per wk. $ cts.
Jan.	.24½	38.07¼	Jan. 7			
	.90½	33.42	14			
	.17½	37.36½	21			
	.53	45.38	28			
Feb.	.84	45.60	Feb. 4			
	.44	42.24	11			
	.50	40.72½	18			
	.73	45.30½	25			
Marcl.	.71	48.04	March 3			
	.65	49.66	10			
	.24½	51.34½	17			
	.51½	54.52	24			
April	.54	58.71	31			
	.10½	58.57	April 7			
	.19	55.76	14			
	.46	53.36½	21			
	.86	50.97½	28			
May	.87½	52.52½	May 5			
	.76	53.32	12			
	.49½	48.28	19			
	.40	45.37	26			
June	.83	47.54	June 2			
	.61	45.89	9			
	.27½	44.22½	16			
	.16	42.39	23			
July	.78½	45.07	30			
	.65	47.80	July 7			
	.94	45.12	14			
	.78	44.77½	21			
	.65	42.54	28			
Aug.	.69	50.41½	Aug. 4			
	.74	44.47	11			
	.41	44.17½	18			
	.92	47.67½	25			
Sept.	1.09	52.70½	Sept. 1			
	2.78	51.41	8			
	8.68	55.41	15			
	6.06	58.40½	22			
	5.50	58.62	29			
Oct.	3.84	80.57	Oct. 6			
	7.96	66.70	13			
	2.46	68.22	20			
	6.16	68.23½	27			
Nov.	4.38	68.73½	Nov. 3			
	6.65	66.45	10			
	4.40	63.81½	17			
			24			
Dec.			Dec. 1			
			8			
			15			
			22			
			29			

J. HARDMAN,
Auditor of Traffic and Ticket Agent.

No. 1.

GRAND TRUNK

STATEMENT OF WEEKLY TRAFFIC RECEIPTS, SHEWING AVERAG

1854.

Week ending	Miles	Amount, $ cts.	Average per mile per wk. $ cts.
Jan. 7	292	8001.73	27.40
14	292	8871.50½	30.31
21	292	10633.48	36.41½
28	292	10842.50	37.13
Feb. 4	292	12333.16	42.23½
11	292	10671.35½	36.84½
18	282	10002.38½	34.25½
15	292	9605.13½	32.89½
March 4	292	12195.12½	41.76½
11	292	12243.45½	41.93
18	292	13251.51½	45.38
25	292	13793.07½	47.23½
April 1	292	11500.77	39.38½
8	292	14549.91	49.49
15	292	12873.26	44.08½
22	292	15301.65½	52.40
29	292	14763.23½	50.56
May 6	292	14252.56½	48.81
13	292	16058.05½	54.99
20	292	17818.45½	61.02
27	292	17715.70	60.67
June 3	292	18244.40½	63.62
10	292	18576.83	62.48
17	292	17179.96½	58.83½
24	292	16882.53	57.81½
July 1	292	17651.85	60.45
8	292	18134.36½	62.10
15	292	16781.77½	57.47
22	292	15559.98	53.28½
29	292	15750.05	53.94
Aug. 5	292	17755.73	60.80½
12	292	17885.55	61.25
19	292	20062.90	68.71
26	292	20072.63	68.74
Sept. 2	292	21920.53½	75.07
9	292	20556.41	70.39½
16	292	20646.06	70.70½
23	293	20133.16	68.91½
30	292	20366.03½	69.75
Oct. 7	292	24006.47	82.21½
14	292	21487.70½	73.59
21	292	20392.25½	69.49
28	292	20041.27½	68.63½
Nov. 4	292	20594.22½	70.53
11	292	17834.40	61.07½
18	292	15769.91½	54.00½
25	292	17305.74½	59.26½
Dec. 2	292	20574.60	70.46
9	292	11769.36½	40.30½
16	292	13718.07½	46.98
23	292	12759.34	43.69½
30	292	14576.52	49.92

1855.

Week ending	Miles	Amount. $ cts.	Average per mile per wk. $ cts.
Jan. 6	292	14435.96	49.44
13	292	15351.68	52.57½
20	292	11326.85	38.79
27	292	11863.85	40.63
Feb. 3	292	12496.94½	42.89
10	292	12223.37	41.86
17	292	12547.22½	42.97
24	292	14674.54½	50.25½
March 3	292	15053.20½	51.55
10	292	17774.41½	60.87
17	292	15557.71½	53.28
24	292	18516.64	63.41
31	292	17258.19	59.10
April 7	292	15429.39	52.84½
41	292	17008.37½	58.25
21	292	20654.54½	70.73½
28	292	14234.95	48.75
May 5	292	16294.92	55.80½
12	292	21741.83½	74.46
19	292	17522.07½	60.01
26	292	17370.80½	59.49
June 2	292	19691.23	67.43½
9	293	18585.32	63.65
16	292	17912.81	61.34½
23	292	17892.22½	61.58
30	292	19432.01½	66.55
July 7	388	23164.47½	59.70
14	388	25176.48	64.89
21	388	22929.16	59.10
28	388	22966.57	59.19
Aug. 4	388	23157.06½	59.68
11	388	23058.37½	59.43
18	388	25579.55	65.93
25	388	24075.18½	62.05
Sept. 1	388	24355.46½	62.76
8	388	22046.29½	56.82
15	388	22887.83	58.99
22	388	27266.13	54.80
29	388	23939.98½	61.70
Oct. 6	388	22899.55½	59.02
13	388	23504.23	60.57
20	388	23332.68½	60.13
27	388	25085.51	64.65
Nov. 3	388	24068.94	62.03
10	388	21592.83½	55.65
17	388	22482.33	57.94½
24	513	26192.64½	51.05½
Dec. 1	513	27866.90	54.32
8	513	28013.88	54.61
15	513	22397.27	43.66
22	513	23341.34	45.50
29	513	16114.03	31.41

1856.

Week ending	Miles	Amount. $ cts.	Average per mile per wk. $ cts.
Jan. 5	513	14023.30½	27.14
12	513	14872.24½	28.99
19	513	15159.46	29.55
26	513	17940.60	34.97
Feb. 2	513	18181.14½	35.44
9	523	17112.74	33.36
16	513	18394.42½	35.86
23	513	15631.79	30.47
March 1	513	23473.28½	45.76
8	513	16781.35	32.71
15	513	18461.02	35.98½
22	513	24948.70½	48.63
29	513	25511.42½	49.73
April 5	513	26998.60	52.63
12	513	21812.05	42.52
19	513	23331.64½	45.48
26	513	24397.64	47.56
May 3	513	23001.67	44.83½
10	513	24682.49½	48.11½
17	513	25542.13½	49.79
24	513	21971.55½	42.83
31	513	22812.33	44.47
June 7	513	22686.71	44.22
14	513	25939.18½	50.56½
21	513	27346.87	53.31
28	513	25294.65½	49.31
July 5	513	27401.70½	53.41
12	513	26276.71	51.22
19	513	22302.75½	43.47½
26	513	24640.93½	48.03
Aug. 2	513	23278.81½	45.38
9	513	23288.78	45.40
16	513	26360.56½	51.38½
23	513	24544.27	47.84½
30	513	25614.62½	49.93
Sept. 6	513	24648.61½	48.05
13	513	23924.53½	46.63½
20	513	24311.54	47.40
27	513	27026.03	52.68
Oct 4	513	24353.50	47.47
11	513	26190.47	51.05½
18	513	25885.36	50.46
25	513	28523.87½	55.60
Nov. 1	513	28091.49½	54.76
8	513	25261.99½	49.24½
15	513	28359.31½	55.29
22	849	48804.15	57.48½
29	849	51484.15	60.64
Dec. 6	849	44683.65½	52.63
13	849	45845.59½	54 00
20	849	38066.91½	44.84
27	849	33527.55½	39.49

1857.

Week ending	Miles	Amount. $ cts.	Average per mile per wk. $ cts.
Jan. 3	849	43619.03	51.38
10	849	34499.56	40.62
17	809	36711.17½	44.14
24	809	27720.55	34.26
31	809	29701.48	36.71
Feb. 7	809	33878.14	44.87
14	849	36590 80	43.10
21	849	45581.19½	53.69
28	849	55663.42	65.56
March 7	849	47488.00	55.93
14	849	51222.87	60.33
21	849	53920.04	63.52
28	849	55498.19	65.57
April 4	849	54514.67	63.97
11	849	48543.37½	57.17
18	849	46293.05½	54.52
25	849	44838.76	52.81
May 2	849	46001.91½	54.18
9	849	41662.69	49.07
16	849	43771.29	51.55
23	849	43705.31½	51.48
30	849	43340.21	51.05
June 6	849	47106.99½	55.49
13	849	46998.92	55.36
20	849	47573.71	56.03
27	849	48825.18	57.51
July 4	849	47236.75½	55.64
11	849	48826.82½	57.51
18	849	45623.54½	53.74
25	849	42377.06½	49.91
Aug. 1	849	42529.29	50.09
8	849	44943.03½	52.93
15	849	46705.27	55.01
22	849	47178.42	55.57
29	849	47679.67½	56.16
Sept. 5	849	48589.04½	57.25
12	849	47385.61½	55.81
19	849	48157.02	56.72
26	849	50040.62	58.94
Oct. 3	849	50450.78	59.42
10	849	51106.49	60.19
17	849	50015.12½	58.91
24	849	46957.76½	55.31
31	849	44583.37½	52.51
Nov. 7	849	48231.97	56.81
14	849	47462.82½	55.91
21	849	48855.01½	57.54
28	849	51591.95½	60.76
Dec. 5	849	60026.16½	70.70
12	849	58424.80	68.81
19	849	53131.88	62.58
26	849	44071.96½	51.90

AUDIT DEPARTMENT,
November, 1859.

No. 1.

TRUNK RAILWAY.

WING AVERAGE PER MILE, PER WEEK, FROM JANUARY 1st, 1854.

1857.				1858.				1859.				1860.			
Week ending	Miles	Amount. $ cts.	Average per mile per wk. $ cts.	Week ending	Mls.	Amount. $ cts.	Average per mile per wk. $ cts.	Week ending	Mls.	Amount. $ cts.	Average per mile per wk. $ cts.	Week ending	Mls.	Amount. $ cts.	Average per mile per wk. $ cts.
n. 3	849	43619.03	51.38	Jan. 2	849	35383.91½	41.67	Jan. 1	880	33506.24½	38.07½	Jan. 7			
10	849	34490.56	40.62½	9	849	29008.56	34.16	8	880	29411.90½	33.42	14			
17	809	36711.17½	44.14	16	849	31673.29½	37.30	15	880	32880.17½	37.36½	21			
24	809	27720.55	34.26½	23	809	41911.55	51.80	22	880	39932.53	45.38	28			
31	809	29701.48	36.71	30	809	38872.67	48.05	29	880	40126.84	45.60	Feb. 4			
b. 7	809	33878.14	44.87½	Feb. 6	809	35926.54½	44.40	Feb. 5	880	37172.44	42.24	11			
14	849	36590 80	43.10	13	809	30697.68½	37.94	12	880	35838.50	40.72½	18			
21	849	45581.19½	53.69	20	809	37483.26	46.33	19	880	39869.73	45.30½	25			
28	849	55663.42	65.56	27	809	41939.83½	51.84	26	880	42274.71	48.04	March 3			
rch 7	849	47488.00	55.93	March 6	809	43522.06	53.79	March 5	880	43703.65	49.66	10			
14	849	51222.87	60.33	13	809	44872.00½	55.46	12	880	45182.24½	51.34½	17			
21	849	53920.04	63.52	20	809	45711.88½	56.50	19	880	47565.51½	54.52	24			
28	849	55498.19	65.57	27	809	50383.11	62.27	26	880	51664.54	58.71	31			
ril 4	849	54514.67	63.97½	April 3	809	46304.35½	57.23	April 2	880	51544.10½	58.57	April 7			
11	849	48543.37½	57.17½	10	849	47839.08½	56.34	9	880	49068.19	55.76	14			
18	849	46293.05½	54.52½	17	849	49356.39	58.13	16	880	46963.46	53.36½	21			
25	849	44838.76	52.81	24	849	50653.83	59.66	23	880	44858.86	50.97½	28			
y 2	849	46001.91½	54.18½	May 1	849	46424.74½	54.77	30	880	46222.87½	52.52½	May 5			
9	849	41662.69	49.07	8	849	43083.89	50.74½	May 7	880	46923.76	53.32	12			
16	849	43771.29	51.55½	15	849	46137.21	54.34	14	880	42486.49½	48.28	19			
23	849	43705.31½	51.48	22	849	44228.96	52.09½	21	880	39927.40	45.37	26			
30	849	43340.21	51.05	29	849	41628.45½	49.03	28	880	41833.83	47.54	June 2			
ne 6	849	47106.99½	55.49½	June 5	849	38732.36	45.62	June 4	880	40386.61	45.89	9			
13	849	46998.92	55.36	12	849	38828.27	45.73	11	880	38917.27½	44.22½	16			
20	849	47573.71	56.03½	19	849	43164.95½	50.84	18	880	37301.16	42.39	23			
27	849	48825.18	57.51	26	849	38463.50½	45.30½	25	880	39662.78½	45.07	30			
ly 4	849	47236.75½	55.64	July 3	849	44081.99	51.92	July 2	880	41265.65	47.80	July 7			
11	849	48826.82½	57.51	10	849	38883.97½	45.80	9	880	39707.94	45.12	14			
18	849	45623.54½	53.74	17	849	36982.17½	43.56	16	880	39401.78	44.77½	21			
25	849	42377.06½	49.91	24	849	36267.43½	42.83½	23	880	37434.65	42.54	28			
g. 1	849	42529.29	50.09½	31	849	39429.55	46.44	30	880	44364.69	50.41½	Aug. 4			
8	849	44943.03½	52.93½	Aug. 7	849	36774.27½	43.31½	Aug. 6	880	39133.74	44.47	11			
15	849	46705.27	55.01	14	849	37721.39½	44.43	13	880	38874.41	44.17½	18			
22	849	47178.42	55.57	21	849	37300.97½	43.93½	20	880	41954.92	47.67½	25			
29	849	47679.67½	56.16	28	849	47163.37½	45.55	27	880	46381.09	52.70½	Sept. 1			
pt. 5	849	48589.04½	57.25	Sept. 4	849	43421.69	51.14½	Sept. 3	880	45242.78	51.41	8			
12	849	47385.61½	55.81	11	849	41753.80	49.18	10	886	48758.68	55.41	15			
19	849	48157.02	56.72	18	849	41132.17	48.45	17	880	51396.06	58.40½	22			
26	849	50040.62	58.94	25	849	43058.63½	50.72	24	880	51585.50	58.62	29			
t. 3	849	50450.78	59.42½	Oct. 2	880	57491.47½	65.33	Oct. 1	880	70903.84	80.57	Oct. 6			
10	849	51106.49	60.19½	9	880	49695.96	56.47	8	880	58697.96	66 70	13			
17	849	50015.12½	58.91	16	880	52975.21½	60.20	15	880	60032 46	68.22	20			
24	849	46957.76½	55.31	23	880	54877.89	62.36	22	880	60046.16	68.23½	27			
31	849	44583.37½	52.51	30	880	56229.17½	63.89½	29	880	60484.38	68.73½	Nov. 3			
v. 7	849	48231.97	56.81	Nov. 6	880	50832.36½	57.76½	Nov. 5	880	50832.36½	57.76½	10			
14	849	47462.82½	55.91½	13	880	50688.92	57.60	12	880	56154.40	63.81½	17			
21	849	48855.01½	57.54	20	880	50110.34½	56.94	19				24			
28	849	51591.95½	60.76½	27	880	47144.43	53.57	26				Dec. 1			
c. 5	849	60026.16½	70.70	Dec. 4	880	51979.13	59.06½	Dec. 3				8			
12	849	58424.80	68.81	11	880	45687.53½	51.92	10				15			
19	849	53131.88	62.58	18	880	45070.51½	51.21½	17				22			
26	849	44071.96½	51.90	25	880	37147.27	42.21	24				29			
								31							

J. HARDMAN,
Auditor of Traffic and Ticket Agent.

June.	[illegible]	505,[illegible]	1,061,[illegible]		
July.	173,390.84				
August.	179,559.64½				
September.	207,763.17½	560,713.66			Sept. 27th—880 miles.
October.	225,641.32½				
November.	206,850.89				
December.	194,898.49½	627,390.71	1,188,104.37	2,249,476.84	
1859—January.	148,916.46½				
February.	158,870.35				
March.	215,177.89	522,964.70½			
April.	200,371.59				
May.	187,263.20½				
June.	169,246.44½	556,881.24	1,079,845.94½		

J. HARDMAN,
Auditor of Traffic and Ticket Agent

AUDIT DEPARTMENT,
29th October, 1859.

T.T.,
Auditor.

No. 2.

GRAND TRUNK RAILWAY.

TRAFFIC RECEIPTS.

January 1st, 1854, to June 30th, 1859.

DATE.	MONTHLY.	QUARTERLY.	HALF YEARLY.	YEARLY.	REMARKS.
	$ cts.	$ cts.	$ cts.	$ cts.	
1854—January.	40,867.57				202 miles.
February.	43,146.01				
March.	56,973.09	140,986.67			
April.	57,145.74½				
May.	71,134.49½				
June.	79,757.80½	208,038.04½	349,024.71½		
July.	69,404.26				
August.	87,042.26				
September.	89,375.72½	245,822.24½			
October.	88,564.99				
November.	79,808.08				Nov. 27th—388 miles.
December.	72,357,93	240,731.00	486,553.24½	835,577.96	
1855—January.	64,673.86				
February,	57,554.79				
March.	84,968·80½	207,197.45½			
April.	78,498.10½				
May.	90,347.08½				
June.	92,435.02	261,280.21	468,477.66½		
July.	98,618.15				
August.	108,043.23½				
September.	93,626.87½	300,288.26			
October.	107,393.17				
November.	104,120.87½				Nov. '9th—513 miles.
December.	96,949.46	308,463.50½	608,751.76½	1,077,229.43	Dec. 3rd—553 miles.
1856—January.	71,581.31				
February.	76,325.47				Feb. 12th—513 miles.
March.	93,495.49	241,402·47			[line.) Closing of St. Thomas's
April.	103,838.43½				April 14th—553 miles.
May.	104.924.17½				
June.	111,593.08½	320,355.69½	561,758.16½		
July.	117,183.26				
August.	109,352.39				
September.	109,705.84½	336,241.49½			
October.	120,398.60½				Oct. 27th—761 miles.
November.	185,968.00½				Nov. 17th—849 miles.
December.	184,777.82	491,145.13	827,386.61½	1,389,144.78	
1857—January.	147,089.80½				
February.	170,505.29½				
March.	228,561.31½	546,156.41½			
April.	210,905 00				
May.	186,194.70½				
June.	210,096.90½	607,196.67	1,153,353.08½		
July.	209,018.24½				
August.	202,236.56½				
September.	217,911.50½	629,166.31½			
October.	214,059.00				
November.	200,437.32½				
December.	227,698.57	642,194.89½	1,271,361.21	2,424,714.29½	
1858—January.	148,457.74				
February.	144,389.88				
March.	204,891.72	497,739.34			
April.	204,309.51½				
May.	187,123.91½				
June.	172,199.70	563,633.13	1,061,372.47		
July.	173,390.84				
August.	179,559.64½				
September.	207,763.17½	560,713.66			Sept. 27th—880 miles.
October.	225,641.24½				
November.	206,850.89				
December.	194,898.49½	627,390.71	1,188,104.37	2,249,476.84	
1859—January.	148,916.46½				
February.	158,870.35				
March.	215,177.89	522,964.70½			
April.	200,371.59				
May.	187,263.20½				
June.	169,246.44½	556,881.24	1,079,845.94½		

J. HARDMAN,
Auditor of Traffic and Ticket Agent

AUDIT DEPARTMENT,
29th October, 1859.

, to 30th
t Portion
lf Yearly

).

R TO 30TH JUNE.

		Cost of Maintenance, per Mile, per Year.
	ts.	$ Cts.
P	04	483.02
E	20	382.78
C	.18	417.94
W	.82	530.80
W	.24	429.80

TT,
Auditor.

No. 3.

GRAND TRUNK RAILWAY COMPANY O

STATEMENT Shewing *Contract Price* for Maintenance of Permanent Way, *per Mile per Y*
June, 1859, with *Half Yearly Cost of Maintenance thro' Contractors*, for same p
of their Extra and Additional Works which is charged to Revenue; and also exhibi
Cost of Maintenance.

DISTRICT.			Number of Miles.	1857.					
				Contract Price of Maintenance, per Mile, per Year.	HALF YEAR TO 30TH JUNE. Total Cost of Maintenance through Contractors.	HALF YEAR TO 30TH JUNE. Cost of Maintenance, per Mile, per Year.	HALF YEAR TO 31st DEC. Total Cost of Maintenance through Contractors.	HALF YEAR TO 31st DEC. Cost of Maintenance, per Mile, per Year.	Contract Price of Maintenance, per Mile, per Year.
		Contract price.		$ Cts.	$ Cts.	$ Cts.	$ Cts.	$ Cts.	$ Cts.
Portland District	Line 149 Miles Siding 1¾ " 150¾ "	58¾ miles at $360.00 92 " at 392.00	150¾	379.53	37,870.35	502.42	57,001.66	756.24	379.53
Eastern Divisoin	Line 279 miles Siding ¼ " 279¼ "	72¼ " at 360.00 167 " at 380.00 40 " at 320.00	279¼	366.23	61,852.58	442.99	81,192.44	581.51	366.23
Central Division	Line 333 " Siding 3 " 336	210 " at 420.00 for first year 126 " at 372.00	336	402.00	88,751.47	528.28	77,075.14	458.78	372.00
Western Division	Line 88 " Siding 2 " 90 "	First year at 420.00 2nd year at 400.00 3rd year at 380.00	90	420.00	25.793.04	573.18	23,230.97	516.24	400.00
Whole line to Stratford	Line 849 " Siding 7 " 856 "	.....	856	388.27	214,267.44	500.62	238,500 21	557.54	374.38

MONTREAL, 25th October, 1859.

Y COMPANY OF CANADA.

ay, *per Mile per Year*, for the period from 1st January, 1857, to 30th *ractors*, for same period, when to Contract Price is added that Portion ne; and also exhibiting the Rate per Mile per Year, of said Half Yearly

		1858.					1859.		
LF YEAR TO 31st DEC.			HALF YEAR TO 30TH JUNE.		HALF YEAR TO 31ST DEC.			HALF YEAR TO 30TH JUNE.	
Total Cost of Maintenance through Contractors.	Cost of Maintenance, per Mile, per Year.	Contract Price of Maintenance, per Mile, per Year.	Total Cost of Maintenance through Contractors.	Cost of Maintenance, per Mile, per Year.	Total Cost of Maintenance through Contractors.	Cost of Maintenance, per Mile, per Year.	Contract Price of Maintenance, per Mile, per Year.	Total Cost of Maintenance through Contractors.	Cost of Maintenance, per Mile, per Year.
$ Cts.	$ Cts.	$ Cts.	$ Cts.	$ Cts.	$ Cts.	$ Cts.	$ Cts.	$ Cts.	$ Cts.
7,001.66	756.24	379.53	36,219.23	480.52	34,928.76	463.40	379.53	36,408.04	483.02
1,192.44	581.51	366.23	56,992.26	408.18	65,034.33	465.78	366.23	53,445.20	382.78
7,075.14	458.78	372.00	75,120.65	447.15	76,293.31	454.12	372.00	70,214.18	417.94
3,230.97	516.24	400.00	24,747.05	549.94	23,084.93	513.00	380.00	23,885.82	530.80
8,500 21	557.54	374.38	193.079.19	451.12	199,341.33	465.75	372.29	183,953.24	429.80

JOSEPH ELLIOTT,
Auditor.

ıding ıy, .	Month ending 30th June, 1859.	
cts.	$ cts.	$ cts.
..21	37,704.35	556,257.29
.26	16,966.82	211,240.87
.62	27,929.68	364,513.63
.31	58,133.28	703,630.20
.02	6,716.44	111,658.10
.55	1,504.38	17,473.26
.91	5,167.65	50,557.77
.88	154,122.60	2,015,331.12
....	.....	16,390.40
....	.....	8,335.43
....	.....	39,071.34
		2,079,128.29

W. H. A. DAVIES.

No. 4.

GRAND TRUNK RAILWAY COMPANY

STATEMENT SHEWING EXPENDITURE ON REVENUE ACCOUNT FOR T

	Month ending 31st July, 1858.	Month ending 31st August, 1858.	Month ending 30th September, 1858.	Month ending 31st October, 1858.	Month ending 30th November 1858.	Month ending 31st December, 1858.	Month endi 31st Januar 1859.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ c
Locomotive Charges	35,361.66	37,198.74	36,170.55	42,237.73	49,089.36	58,490.11	56,938.
Passenger Traffic charges	15,349.04	18,998.74	17,177.98	16,454.80	17,435.05	17,951.07	18,096.
Merchandize charges	26,824.93	29,095.91	24,533.52	25,873.18	31,893.27	33,350.85	31,573.
Maintenance of Way and Buildings	64,190.59	66,318.76	66,358.34	51,897.86	60,664.16	64,086.15	57,698.
General charges	10,536.14	7,821.13	6,499.71	9,761.78	8,349.78	24,016.47	5,704.
Telegraph charges	1,436.35	1,680.71	1,362.80	1,345.18	1,319.98	1,503.58	1,734.
Ferry-Boats, Conveyance of Passengers, and Cartage, &c., of Goods	3,108.54	3,933.40	4,443.47	3,994.04	5,697.81	5,994.83	2,025.
Cost of Working the Road	156,807.25	165,047.39	156,546.37	151,564.57	174,449.41	205,393.06	173,772.
Taxes							
Compensations, &c.							
Agencies							

CHIEF ACCOUNTANT'S OFFICE,
Montreal, 24th October, 1859

No. 4.

VAY COMPANY OF CANADA.

VENUE ACCOUNT FOR THE YEAR ENDING 30TH JUNE, 1859.

ng	Month ending 31st December, 1858.	Month ending 31st January, 1859.	Month ending 28th February, 1859.	Month ending 31st March, 1859.	Month ending 30th April, 1859.	Month ending 31st May, 1859.	Month ending 30th June, 1859.	
ts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
36	58,490.11	56,938.70	56,318.75	55,591.07	47,124.06	44,032.21	37,704.35	556,257.29
05	17,951.07	18,096.65	19,875.68	18,957.62	17,727.16	16,250.26	16,966.82	211,240.87
27	33,350.85	31,573.50	31,727.03	35,649.56	33,603.58	32,458.62	27,929.68	364,513.63
16	64,086.15	57,698.38	47,589.92	49,761.74	58,129.71	58,801.31	58,133.28	703,630.20
78	24,016.47	5,704.57	5,018.67	8,125.63	7,105.76	12,002.02	6,716.44	111,658.10
98	1,503.58	1,734.33	1,614.51	1,555.06	1,248.83	1,167.55	1,504.38	17,473.26
81	5,994.83	2,025.87	3,184.16	2,794.01	5,416.08	4,797.91	5,167.65	50,557.77
41	205,393.06	173,772.00	165,328.72	172,434.69	170,355.18	169,509.88	154,122.60	2,015,331.12
...	.....	.....	.....	.....	.....	.....	.....	16,390.40
...	.....	.....	.....	.....	.....	.....	.....	8,335.43
...	.....	.....	.....	.....	.....	.....	.....	39,071.34
								2,079,128.29

W. H. A. DAVIES.

No. 5.

GRAND TRUNK RAILWAY.

STATEMENT shewing number and cost of Bridge Renewals on the Montreal and Island Pond, and Portland Districts, from their commencement in 1857.

MONTREAL AND ISLAND POND DISTRICT.

DATE.	NAME OF BRIDGE.	DESCRIPTION OF BRIDGE.	WHERE SITUAT'D.	NO. OF SPANS.	LENGTH OF SPAN.	REMARKS.
1856 and 1857.	Yamaska,	Howe Truss	St. Hyacinthe	3	120	A wooden bridge cov'd with iron, crossed on top.
	Black River,	do	At Upton	1	150	Do do do
	White Riv.(largespan)	do	Near Upton	1	150	Do do do
1857 and 1858.	Grand Canal,	Howe Truss	Charons	1	35	A wooden bridge in good condition.
	Richelieu	Iron Tube	Beloeil	6	150	Tube 9 feet high by 7 feet wide, crossed on top.
	Steel's Creek,	McCallum Truss	Richmond	1	75	A wooden bridge in good condition, run through.
	Willow Brook,	do	Windsor	1	75	Do do do
	Windsor Brook,	do	Windsor	1	75	Do do do
	Massawippi,	do	Lennoxville	1	120	Do do do
	Salmon River,	Howe Truss	Lennoxville	1	120	Do do do
1859.	Huron Valley,	McCallum Truss	Beloeil	1	50	A wooden bridge cov'd with iron, crossed on top.
	White Riv.(small span)	do	Upton	1	75	Do do do
	Moose River,	Girder	Acton	1	57	
	Shingle Brook,	do	Durham	1	40	
	Durham Black River,	do	Durham	1	60	
	St. Francis,	McCallum Truss	Melbourne	2	150	A wooden bridge cov'd with iron, crossed on top.
	Brompton,	Tube and Girder	Brompton	2	60 } 110 }	Tube and Girder being made in England, masonry completed.
	Magog,	McCallum Truss	Sherbrooke	2	120	A wooden bridge in good condition, run through.
	Waterville,	do	Waterville	1	120	Do do do
	Boundary Line,	do	Barford	1	80	Do covered with iron, crossed on top.
	Norton, No. 1,	Girder	Norton	1	44	
	Norton, No. 2,	McCallum Truss	Norton	1	68	A wooden bridge cov'd with iron crossed on top.
	Phearing River,	do	State of Ver't.			Do run through.
			I. Pond	1	80	
	Cargill's,	do	Island Pond	1	110	

I consider that in consideration of the manner in which the wooden bridges, above mentioned, are protected both from fire and weather, as well as of the quality of timber used in them, at least twenty years of service from them may be safely calculated upon.

D. STARK.

PORTLAND DISTRICT.

DATE.	NAME OF BRIDGE.	DESCRIPTION.	WHERE SITUAT'D.	NO OF SPANS.	LENGTH OF SPAN.	REMARKS.
1856 and 1857.	Northumberland,	Howe Truss	Northumberla'd	2	80	A wooden bridge, trains cross on top, in good cond'n
	Gorham,	do	Gorham	1	50	Do run through, in good condition.
	Peabody,	do	Gorham	1	40	Do crossed on top, in good condition.
	Peabrook,	Girder	Shelburne	2	30	
	Rattle River,	do	Shelburne	1	30	
	Shelburne,	do	Shelburne	1	50	
	Bethel,	do	Bethel	1	60	
	Nulhegan, No. 2,	Howe Truss	West Milan	1	100	A wooden bridge in good condition, run through.
	Nulhegan, No. 1,	do	West Milan	1	118	Do do do
	Dummer, No. 2,	do	West Milan	1	78	Do do do
	Stratford Hollow,	Girder	Stratford Hollow	1	50	
	Hatchet's Meadow,	do	do	1	50	
	Moose Brook,	do	Milan ...[June	1	50	
	Cobb'sBrid., Nos. 1, 2 & 3	do	Near Danville	3	60	
	Danville Junction,	Howe Truss	Danville Junct'n	1	40	A wooden bridge in good condition, crossed on top.
1859.	Connecticut River,	Girder	Stratford	4	75	
	Stark,	McCallum Truss	Stark	1	124	A wooden bridge, run through, in good condition.
	Phillip's Brook,	Girder	Stark	1	60	
	Dummer, No. 1,	McCallum Truss	West Milan	2	70	A wooden bridge, run through, in good condition.
	North Branch, No. 2,	do	do	1	50	Do crossed on top, do
	North Branch, No. 1,	do	do	1	50	Do do do
	Milan,	Arch Culvert	Milan	1	20	Nearly completed.
	Moose River,	McCallum Truss	Gorham	1	64	A wooden bridge, run through, in good order
	Wild River,	Girder	Gilead	4	70	
	Pleasant River,	McCallum Truss	West Bethel	1	64	A wooden bridge cov'd with iron, crossed on top.
	Walker's Mills,	do	Lockes Mills	1	80	Do do do
	Whitman's,	do	Bryant's Pond	1	126	Do do do
	Bacon's Falls,	Arch Culvert	do	1	20	Nearly completed.
	West Paris,	McCallum Truss	West Paris	1	80	A wooden bridge, run through, in good order.
	South Paris,	do	South Paris	1	140	Do crossed on top, cov'd with iron.
	Mechanics' Falls,	do	Mechanic Falls	1	153	Do do do
	Yarmouth,	do	Yarmouth	1	122	Do run through, just completed.
	Presumpscot,	Girder	Near Portland	4	70	

With respect to the durability of these wooden bridges, the same remarks apply as to those for the Montreal and Island Pond District.

D. STARK.

No. 6.

GRAND TRUNK RAILWAY.

STATEMENT SHEWING RENEWAL OF RAILS, THEIR PRESENT CONDITION, AND THE REQUIREMENTS OF THE LINE TO PUT IT IN EFFICIENT ORDER.

During the years 1857 and 1858 there have been removed and renewed on the

Porland Division, about	6600 Tons.
Eastern " "	2500 "
Central " "	1700 "
Western " "	150 "

Since the 1st January, 1859, there have been renewed on the

Portland Division,	2100 Tons.
Eastern "	400 "
Central "	330 "
Western "	73 "

There is still required to put the line in efficient order for the next year, on the

Postland Division,	500 Tons.
Eastern "	1500 "
Central "	*1350 "
Western "	† 150 "

* Of this 350 Tons is for new works.
† Of this 120 " " "

The Company are in course of receiving the following supplies:—

From England (Rhymney Iron Company,)	1000 tons.
" " (Ebbw Vale Company, via New York,)	1000 "
" " (Chapman & Co.)	500 "
Total,	2500 tons.

To be distributed as follows:—

Postland Division,	400 tons.
Eastern "	600 "
Central "	1350 "
Western "	150 "

As 2000 tons, in addition to the above mentioned rails, are now contracted for by the Company in England, there will be an ample supply (with those re-rolled) for *maintenance* requirements for several years.

STA

PORTLAND DIVISION.	P
	F
	C
	{
	{
	N
	P
	N
	C
	D
	H
	E
	M
	O
	S
	W
	B
	L
	B
	W
	* C
	Sh
	G
	B
	W
	* S
	N
	St
	N
	* V
	* F
	Isl
E. DIVISION.	* N
	Bo
	Co
	Co
	Wa
	Le

No. 7

GRAND TRUNK RAILWAY.

AUDIT OFFICE.

STATEMENT *showing the Number of Passengers and Tons of Freight, Inwards and Outwards, at each Station.*

FOR THE YEAR ENDING 30th JUNE, 1859.

	STATIONS.	NO. OF PASSENGERS.		TONS INWARDS.		TONS OUTWARDS.	
		Inwards.	Outwards.	Gen. Freight.	Co.'s Fuel.	Gen. Freight.	Co.'s Fuel.
PORTLAND DIVISION.	Portland - -	54409	49680½	102760.11	4404.00	70778.32	7.60
	Falmouth - -	1195	1167½	387.27	1.50	62.35	...
	Cumberland - -	812	979½	40.43	...	14.09	...
	Yarmouth - -	7712½	6277½	1633.37	18.00	859.12	...
	Yarmouth Junctn.	...	2343	533.64	...	226.42	...
	North Yarmouth -	1719	1846	2053.08	...	543.08	...
	Pownal - -	1376	942	292.94	54.00	1391.12	...
	New Gloucester -	2142½	1826½	1448.53	28.10	3162.97	...
	Cobb's Bridge -	313½	465½	83.43	...	851.47	...
	Danville Junction -	27205½	30203½	33528.03	1788.50	24200.03	...
	Hotel Road - -	434½	493½	175.16	...	696.49	...
	Empire Road -	1473½	1066½	447.99	...	1201.32	...
	Mechanic Falls -	3090	3403½	2982.78	...	3034.26	9.00
	Oxford- - -	1198	1564	585.58	...	1698.19	...
	South Paris - -	6956½	7353½	6412.13	3205.00	2500.61	...
	West Paris - -	707½	670½	457.34	503.87	1405.16	...
	Bryant's Pond -	1756½	2079½	1166.88	...	11477.39	...
	Locke's Mills -	486½	550	172.43	...	485.04	...
	Bethel - - -	1917	2192½	2271.49	289.00	2747.40	22.00
	West Bethel - -	266	263½	2564.87	...	912.22	...
	* Gilead - -	192½	...	...	...	...	...
	Shelburne - -	176	228½	44.49	...	110.17	173.00
	Gorham - -	3565	2244	3704.62	...	2374.83	2805.50
	Berlin Falls - -	661½	846	408.45	..	7761.80	...
	West Milan - -	304½	374	276.88	...	3544.99	279.00
	* Starke - -	176½	...	...	...	...	...
	Northumberland -	1532½	1822½	1457.90	...	2062.06	3600.50
	Stratford Hollow -	246	287	97.48	...	1528.59	520.50
	North Stratford -	1041	1384	1152.75	...	3181.82	1209.87
	* Wenlock - -	187	...	...	...	...	...
	* Foster's Mills -	9	...	...	...	...	...
E. DIVISION.	Island Pond - -	3294	3021	4044.08	214.50	4185.62	1665.00
	* Norton - -	32	...	...	...	...	...
	Boundary Line -	335	328	142.17	...	1590.30	513.56
	Coaticooke - -	1597	1731½	1297.73	299.06	1321.46	378.14
	Compton - -	1672	1801	552.79	...	883.08	395.00
	Waterville - -	925	915	475.55	...	230.50	978.75
	Lennoxille - -	1732½	1780½	1052.09	...	1136.87	..

	STATIONS.	NO. OF PASSENGERS.		TONS INWARDS.		TONS OUTWARDS.	
		Inwards.	Outwards.	Gen. Freight.	Co.'s Fuel.	Gen. Freight.	Co.'s Fuel.
EASTERN DIVISION.	Sherbrooke - -	6522½	6128	5382.87	3190.02	4279.53	...
	Brompton Falls -	1586½	1927	5714.78	...	15033.79	615.00
	Windsor - -	706½	723½	501.10	451.87	573.74	...
	Richmond - -	5369½	5714	2869.37	1167.73	4751.65	108.37
	Durham - -	799½	798	596.06	...	3367.73	1861.79
	Acton - - -	2984½	3204½	1882.68	...	5735.99	1542.00
	Upton - - -	2114½	2024½	564.17	261.25	6229.95	1940.50
	Britannia Mills -	1335	1372½	153.50	...	6792.95	7792.85
	Ninth Range (New)	116	172	...	...	...	...
	St. Hyacinthe -	10423½	12789	5137.58	...	5012.66	...
	* Soixante - -	684	...	...	1866.94	...	...
	St. Hilaire - -	4947	5874½	530.38	...	273.07	...
	Belœil - - -	...	...	2466.89	31.50	938.08	246.00
	Boucherville Mountain - - -	409	1507	...	...	...	...
	Charons - -	224	764½	...	...	...	...
	Danville - -	1806	2072	1891.27	...	2279.51	36.00
	Warwick - -	777	760	154.73	...	3353.51	280.00
	Arthabaska - -	1592	1476½	2030.82	...	7676.67	...
	Stanfold - -	1493	1572½	474.40	...	4958.25	...
	Somerset - -	1615½	1572	639.20	...	3547.39	1626.25
	Bacancour - -	2027½	1811½	467.31	25.50	7366.68	982.50
	Methot's Mills -	605½	609	268.15	160.00	1223.64	126.00
	Black River - -	505½	534½	92.14	...	2537.25	2276.60
	Craig's Road - -	1044½	1169½	316.26	18.00	899.14	...
	Chaudière - -	876½	633	57.52	360.00	267.48	...
	* Etchemin - -	1449½	...	...	...	...	...
	Point Levi - -	17445	24484½	27606.09	2942.25	8627.14	...
	* St. Jean - -	132½	...	...	...	...	...
	St. Henri - -	451½	469	469.00	198.00	83.14	...
	St. Charles - -	930½	1550	26,35	297.10	48.79	...
	* St. Michael -	139	...	...	...	...	...
	* St. Vallière -	129½	...	...	...	..	...
	St. Francis - -	448	1014	83.45	359.50	39.11	...
	* St. Pierre - -	262	...	...	...	...	...
	St. Thomas - -	2263½	3911	3634.96	922.00	319.26	...
CENTRAL DIVISION.	Montreal - -	51025	49317	75677.17	19006.10	39312.66	...
	Pointe Claire -	1979½	2609½	83.80	702.00	4754.66	...
	St. Ann's - -	1123½	1738	81.36	...	31.82	...
	Vaudreuil - -	2775	3796	504.82	486.00	476.49	...
	* Cedars - -	901½	...	...	...	...	...
	Coteau Landing -	3987½	3471½	823.67	...	1379.24	2475.01
	* River Beaudette -	585½	...	...	...	...	...
	Lancaster - -	3867½	4888	1241.87	...	1873.57	5998.50
	Summerstown -	743½	859	58 77	...	72.96	4941.01
	Cornwall -	7784½	11043	723.22	2934.50	419.93	...
	Moulinette - -	717½	...	...	...	...	...
	Dickinson's Landing	2340	2854	407.89	...	509.02	774.00
	* Aultsville - -	2019½	...	...	...	...	...

	STATIONS.	No. of Passengers.		Tons Inwards.		Tons Outwards.	
		Inwards.	Outwards.	Gen. Freight.	Co.'s Fuel.	Gen. Freight.	Co.'s Fuel.
CENTRAL DIVISION.	Williamsburg -	3555	3988	558.76	...	907.69	...
	Matilda - -	2641	2971	383.31	...	1061.83	63.00
	Edwardsburgh, (Closed)	938	102	12.39	...	20.79	...
	Prescott Junction -	1508½	1755	...	...	...	...
	Prescott - -	22183	16799	5726.52	1038.00	3454.39	348.00
	Maitland - -	586	638½	108.35	...	247.33	...
	Brockville - -	11594½	11866½	3827.80	...	3035.42	...
	Lyn - - -	1013	941½	1112.35	...	1296.02	...
	Mallorytown - -	1135½	1281½	171.16	...	176.62	642.00
	Lansdowne - -	773	839½	77.68	...	149.08	...
	Gananoque - -	1922	1900	190.56	...	1024.43	...
	Kingston Mills (Closed)	34	48	5,08	...	.03	7461.00
	Kingston - -	15476	14242	4416.60	7461.00	3185.95	...
	Collin's Bay (Closed)	6	8	.68	...	...	...
	Ernestown (Closed)	264	66½	3.54	...	2.22	...
	Napanee - -	5251½	5649½	1224.71	600.00	1203.48	...
	Tyendinaga - -	834	935	69.69	...	238.86	2617.50
	Shannonville - -	2217½	2096½	73.21	...	261.26	6039.00
	Belleville - -	12080½	12464	3049.55	8455.00	2252.75	...
	Trenton - -	4841	4933½	8106.46	...	464.10	440.50
	Brigl.ton - -	4807½	4662½	342.64	...	558.84	500.00
	Colborne - -	4321	4510½	367.03	...	1100.13	...
	Grafton - -	1893½	2091	562.34	42.00	622.72	...
	Cobourg - -	16577½	16018	2150.78	500.00	3080.99	...
	Port Hope - -	15000	15521	3066.86	655.50	10322.34	...
	Port Britain (Closed)	212	226	2.70	...	2.33	...
	Newtonville - -	1082	1224	245.26	...	382.72	655.50
	Newcastle - -	4532½	5384	454.74	...	1361.92	802.90
	Bowmanville - -	8736½	9183	908.59	802.00	1878.08	...
	Oshawa - -	5049	6851	1661.22	...	4455.52	...
	Port Whitby - -	7607½	9957	1538.33	...	2477.38	1608.63
	Duffin's Creek -	1791½	2335½	122.33	...	1262.68	2123.52
	Frenchman's Bay -	1952½	2879	190.58	...	894.85	1388.25
	Port Union - -	1074½	1528½	164.23	...	346.90	88.00
	Scarboro' - -	2158½	2905½	103.12	...	231.42	369.00
	Toronto - -	95663½	58475½	46261.22	9125.78	38200.75	.90
	Charlton - -	2452	2719½	67.05	.90	2500.59	666.00
	Weston - -	5771	10262	666.14	78.00	2202.82	...
	Malton - -	3064	5998½	330.11	60.00	112.00	...
	Brampton - -	6373½	12739½	1398.45	...	2245.33	1611.00
	Norval - - -	667	1359½	159.06	18.00	1495,06	54.00
	Georgetown - -	4873½	7086	1740.38	162.00	7798.24	291.00
	Limehouse (New)	169	219½	...	...	...	...
	Acton West - -	3365	3775½	264.12	126.00	3791.92	...
	Rockwood - -	4868	5880	1040.25	9.00	2455.74	...
	Guelph - -	14877	17282½	2833.79	27.00	4634.94	...
	Schantz - -	396½	521½	5.78	...	2325.19	...

	STATIONS.	NO. OF PASSENGERS.		TONS INWARDS.		TONS OUTWARDS.	
		Inwards.	Outwards.	Gen. Freight.	Co.'s Fuel.	Gen. Freight.	Co.'s Fuel
CENTRAL DIVISION.	Bresler - -	452½	478	58.63	36.00	825.73	...
	Berlin - - -	4470½	4859	1212.53	1717.50	1699.36	27.00
	Petersburgh - -	496½	574½	323.97	...	712.85	520.49
	Baden - - -	514½	678½	213.43	27.00	261.83	2142.38
	Hamburg - -	1657½	1776	329.72	54.00	192.12	...
	Shakespeare - -	1039	1185½	205.25	18.00	838.14	387.00
	Stratford - -	10849	10853	5010.33	1371.00	2657.37	2616.00
	St. Mary's (New)	6296½	7136	6303.53	1182.00	1758.29	2355.00
	Thorndale (New)	564	774	15.38	738.00	12.44	1218.00
	London (New)	7785½	6450	2398.06	2763.00	1477.02	47.00
	Conductors -	23563	23563	...	...	...	...
	Total -	652794½	652794½	422954.39	83261.47	429354.39	83261.47

FREIGHT.	Tons.	PASSENGERS.		FREIGHT.	Tons.
Lumber & Firewood	93293¾	Foreign ...	88141½	Foreign ...	66791
General Goods ...	419322	Local	564653	Local	445824¾

N.B.—From Stations marked thus * Tickets are only issued by Conductors on board the Cars.

General Passenger Statement for the Year ending 30th June, 1859.

LOCAL.	From Station to Station			564653
	Through, to and from Androscoggin Railway		42174½	
	" " Stages		3728	
	" " Portland S. & R. Railway ...		2408½	
	" " Portland Steam Packet Co. ...		546½	
	" " Boston		14223½	
	" " St. John's Boats		24½	
	" " Lake Magog Steamer		43	
	" " Ottawa and Prescott Railway ...		11029	
	" " Brockville and Ottawa Railway ...		275½	
	" " Northern Ogdensburg Railway ...		670½	
	" " Cobourg & Peterboro' Railway ...		42	
	" " Port Hope, Lindsay & B. Railway		44	
	" " Rochester Steamers		98	
	" " Royal Mail Steamers		67	
	" " Western Railways		12767	
FOREIGN	... ...			88141½

Total number of Passengers	652794½
Total number of Miles travelled	42935071
Average distance travelled by each Passenger	65.77
Total Passenger Receipts	$956349.22
Average Receipt per Passenger	1.46½
Average Receipt per Passenger per Mile	2.22

Miles travelled by each Passenger ...	Increased	12.25 per cent.
Average Receipt per Passenger ...	"	4.21 "
Average Receipt per Passenger per Mile	Decreased	7.50 "

Statement showing the Distance travelled by Passengers.

TRAVELLING—				under	10 Miles	81791½
"	10	Miles	& under	20	"	132770
"	20	"	"	30	"	131247½
"	30	"	"	50	"	116527½
"	50	"	"	75	"	55853
"	75	"	"	100	"	25850
"	100	"	"	150	"	35287½
"	150	"	"	200	"	24556
"	200	"	"	250	"	11541½
"	250	"	"	300	"	8003
"	300	"	"	350	"	14790
"	350	"	"	400	"	451
"	400	"	"	450	"	771½
"	450	"	"	500	"	977½
"	500	"	"	550	"	4583
"	550	"	"	600	"	1503
"	600	"	"	650	"	2446
"	650	"	"	700	"	209
"	700	"	"	750	"	101
"	750	"	"	800	"	6½
"	800	"	"	850	"	397
	850	"	"	880	"	231½

J HARDMAN, *Auditor.*

THE PLANS ARE IN THE FOLLOWING ORDER.

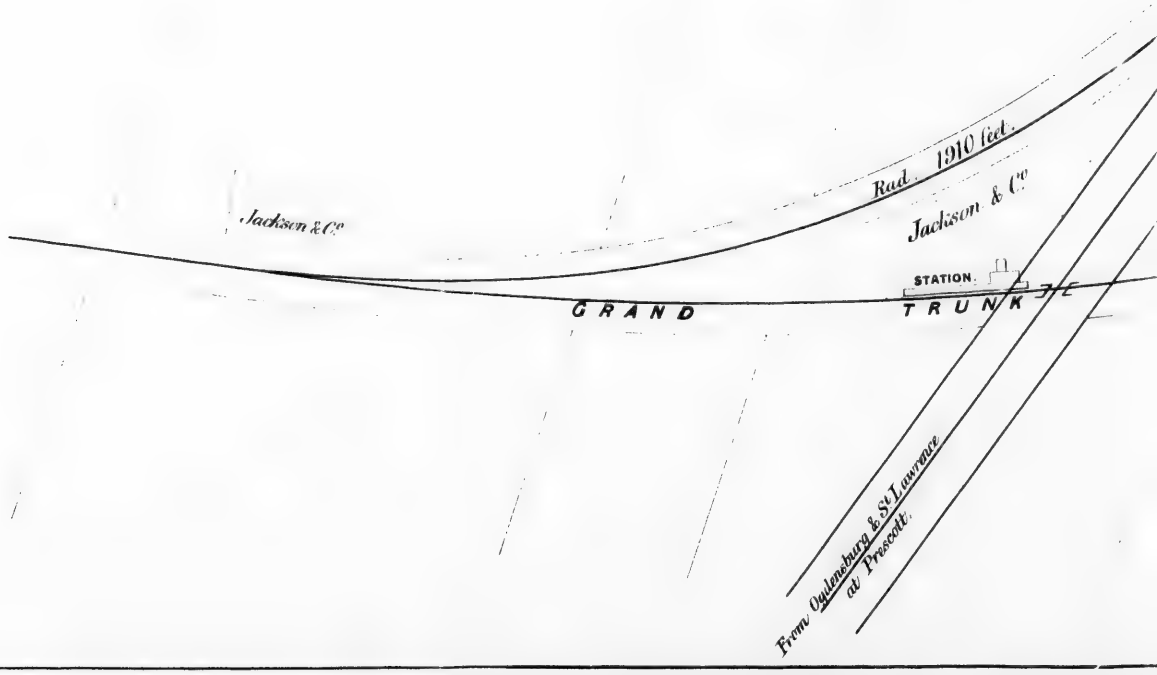
1. Map of Canada. (Frontispiece.)
2. Portland.
3. Richmond Junction.
4. South Quebec.
5. Montreal.
6. Point St. Charles.
7. Ditto with Longueuil and Charons.
8. Prescott Junction.
9. Brockville.
10. Kingston.
11. Coburg.
12. Toronto.
13. Sarnia.
14. Detroit.

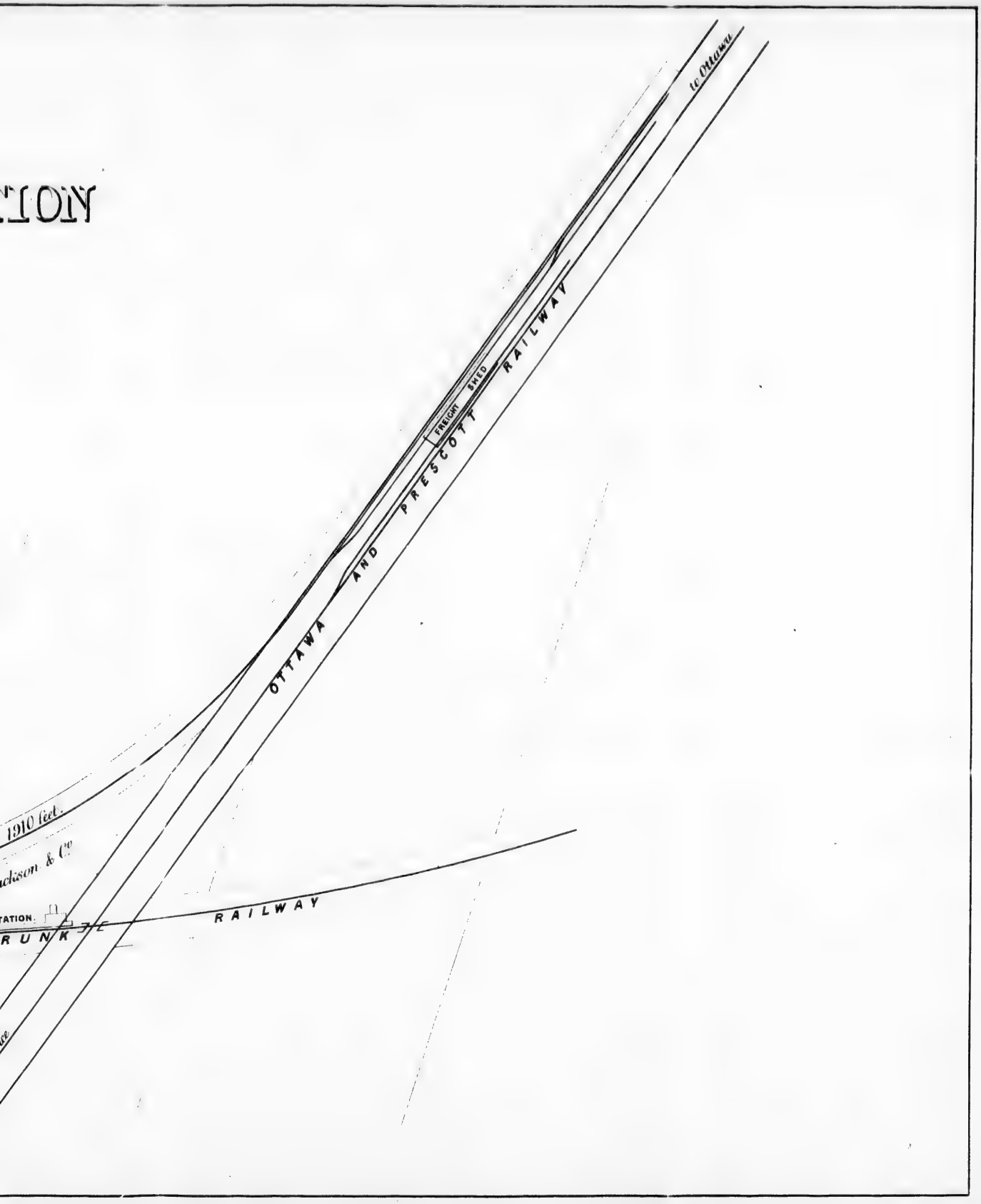
GRAND TRUNK RAILWAY

PRESCOTT JUNCTION STATION

SCALE 200 FEET TO 1 INCH

Waterlow & Sons, Litho London

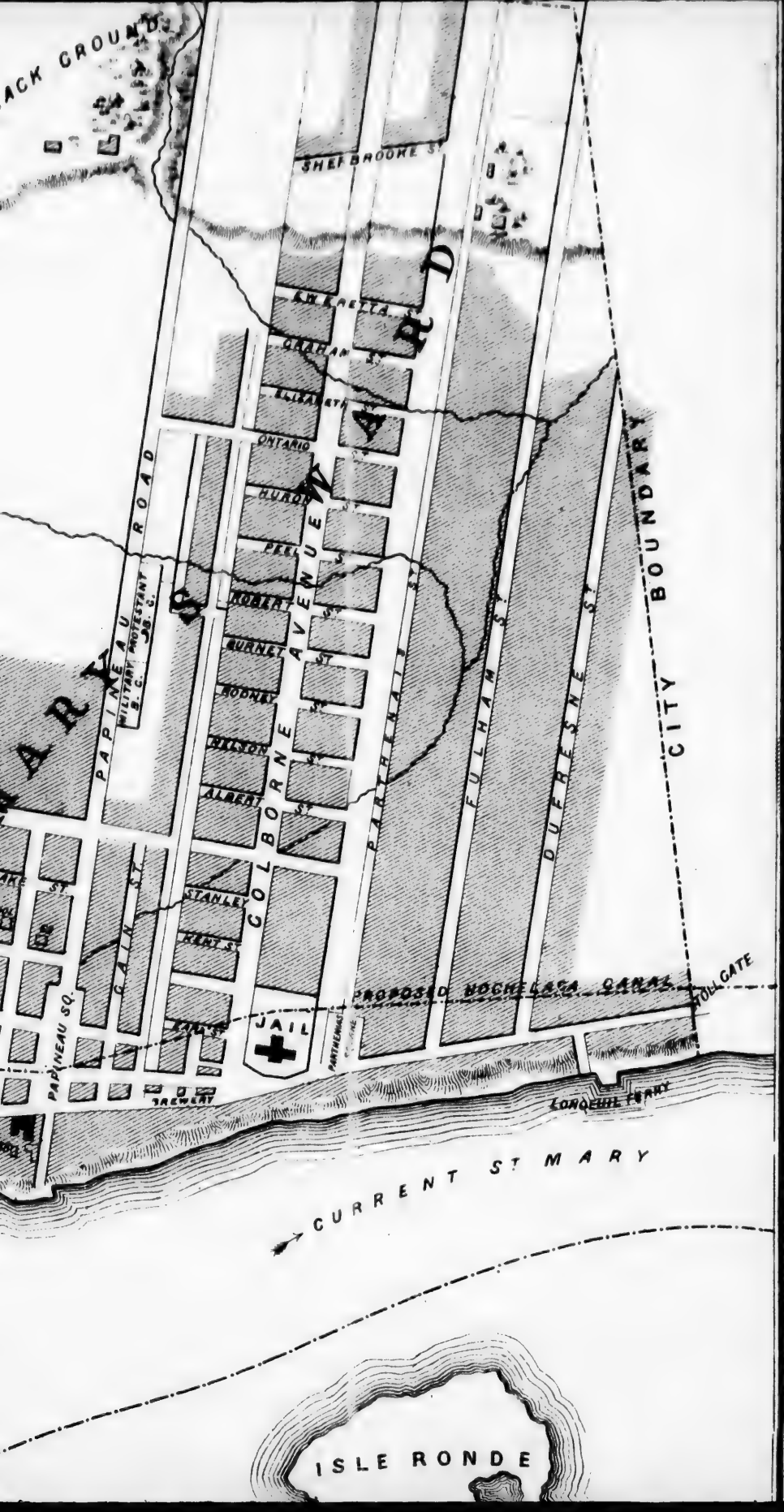



TION
to Ottawa
OTTAWA AND PRESCOTT RAILWAY
FREIGHT SHED
1910 feet.
ackson & Co
TATION.
RUNK
RAILWAY
ce

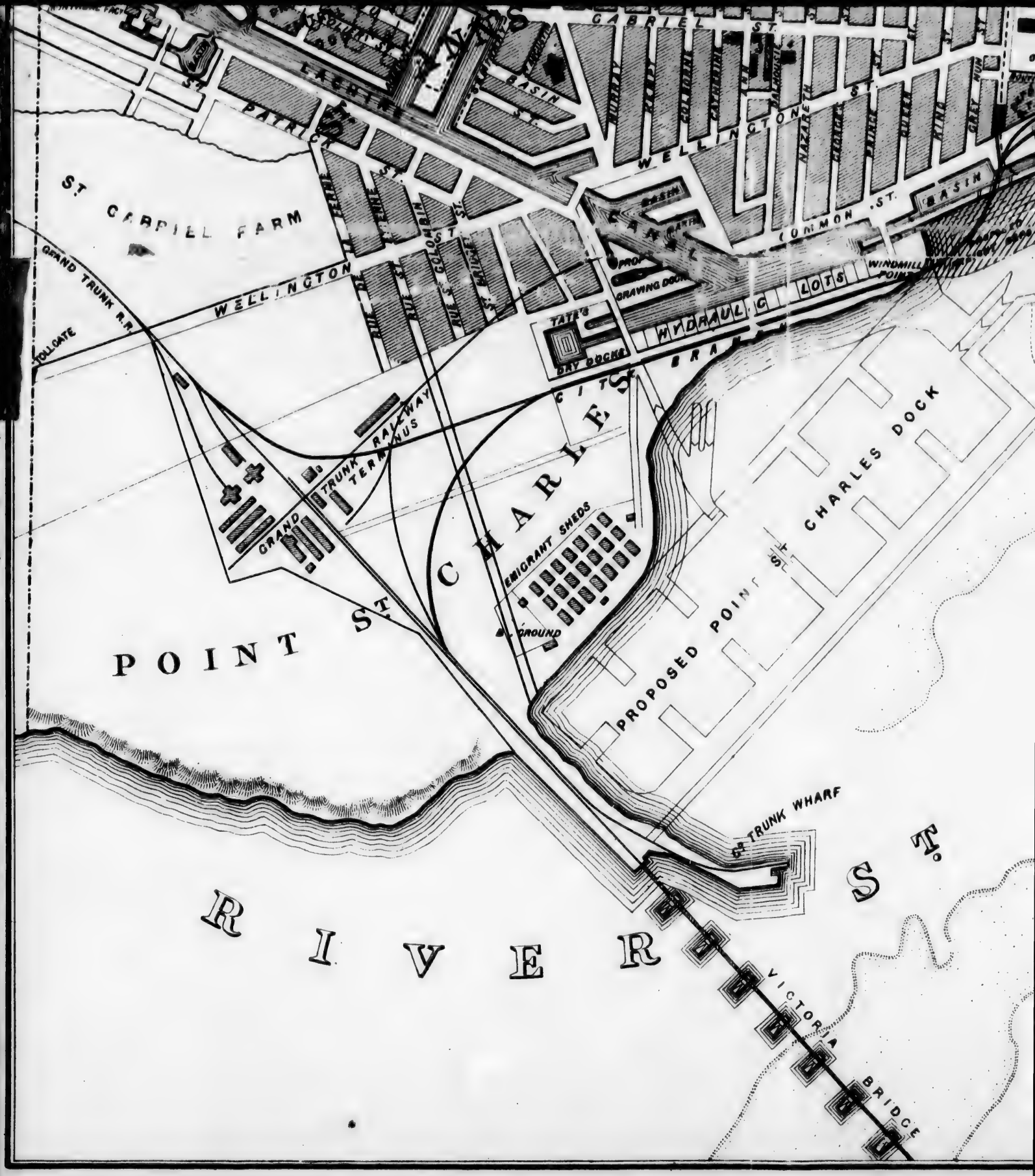
MONTREAL WATER WORKS
PRIESTS FARM
ST ANTOINE WARD
CITY BOUNDARY
SHERBROOKE ST.
UPPER PEEL ST.
McTAVISH ST.
CRICKET GROUND
CATHARINE ST.
DORCHESTER ST.
MOUNTAIN ST.
DRUMMOND ST.
STANLEY ST.
PEEL ST.
MANSFIELD ST.
COLLEGE AVENUE
BURNSIDE PLACE
VICTORIA ST.
UNION AVE.
BELLE VUE TERRACE
MOFFATS
MR WILSONS
ST CHARLES ST.
ST PATRICK HOSPITAL
WINDSOR TERRACE
MR STEPHEN
ROMAN CATHOLIC BURYING
ST JANVIER ST.
ST ANTOINE ST.
BONAVENTURE ST.
MONTREAL AND LACHINE R.R.
CANNING ST.
KEMPT ST.
SEIGNEURS ST.
MARTIN ST.
RICHMOND ST.
CUY ST.
AQUEDUCT ST.
MOUNTAIN ST.
FELIX ST.
CEMETERY ST.
MARGUERITE ST.
MONARCH ST.
GENEVIEVE ST.
BELMONT ST.
McGILL WORK SCHOOL
BEAVER HALL
LAGAUCHETIE
LATOUR ST.
CRAIG ST.
LANE
TOLL GATE
CANTINS
SHIP YARD
ST JOSEPH ST.
PROPOSED HOCHELAGA CANAL
CHABOILLEZ SQUARE
ST MAURICE ST.
BARRE ST.
COLLEGE ST.
COLLEGE GARDEN
WILLIAM ST.
PROPOSED DOCK
MONTREAL FACY
RUE
PROPOSED CENTRAL DOCK
COLLIER ST.
ST ANNS WARD
GABRIEL ST.
BASIN ST.
LACHINE
PATRICK ST.
WELLINGTON ST.
MURRAY
KEMPT
COLBORNE
CATHERINE
DALHOUSIE
NAZARETH
GEORGES
PRINCE
QUEEN
KING
GREY NUN

MONTREAL WATER WORKS
EACH DEPARTMENT 250 FT BY 250 FT
HEIGHT ABOVE RIVER 200 FT
CONTAINS 10,000,000 GALS
UNIVERSITY OF McGILL COLLEGE
CRICKET GROUND
McTAVISH ST
DURCHER ST
SHERBROOKE
BAGG ST
ST CHARLES BORROMEE
ST LAWRENCE ROAD
CADIEU ST
ST ELIZABETH ST
OLD RESERVOIR
PLACE LARTIGUE
WARD
ST LOUIS
ST JAMES
AMHERST ST
GUILBAULTS GARDENS
FORTIER ST
BURNSIDE PLACE
COLLEGE AVENUE
VICTORIA ST
UNION AVENUE
AYLMER ST
MAYOR
CITY COUNCILLOR ST
McGILL ST
MIGNONNE
ST SIMON ST
ST PHILIPPE ST
BORROMEE ST
CATHARINE ST
DORCHESTER ST
ST BERNARD
ST GERMAIN
BEAVER HALL
ALLEY
LACAUCHETIERE
LAGAUCHETIERE
LATOUR ST
JURORS
ST GEORGE
TABAN ST
CHARLES
LAWRENCE
DOMINIQUE
CONSTANT
GERMAIN
ELIZABETH
SANGUINET
ST ANDRE
ST ST
CRAIG ST
CRAIG
ST JAMES
ST JAMES ST
CHAMP DE MARS
EAST WARD
ST LOUIS SQUARE
DALHOUSIE SQUARE
NOTRE DAME
CONGREGATIONAL NUNNERY
CENTRE WARD
ST FRANCOIS XAVIER
ST GABRIEL
ST VINCENT
JACQUES CARTIER SQUARE
ST CLAIRE
ST NICHOLAS
AMHERST
MONTCALM
WOLFE
MARY
WATT
BROCA ST
BARGALI ST
FOUNDLING ST
COMMISSIONERS ST
COMMISSIONERS
GREY NUNNERY
BOUVILLE ST
ALBERT PIER
PRINCES BASIN
MARKET BASIN
VICTORIA PIER
BONSECOUR PIER
ST LAWRENCE AND ATLANTIC R.R. FERRY
JACQUES CARTIER
QUEEN'S WHARF
SIDENHAM BASIN
MILLS BASIN
MELGARD BASIN
KING
QUEEN
GREY NUN
DEPOT
NAPOLEON
CATHOLIC CATHEDRAL
PALACE
QUEBEC GOVT BARRACKS
BOSTON
54
35
82
84
88
89

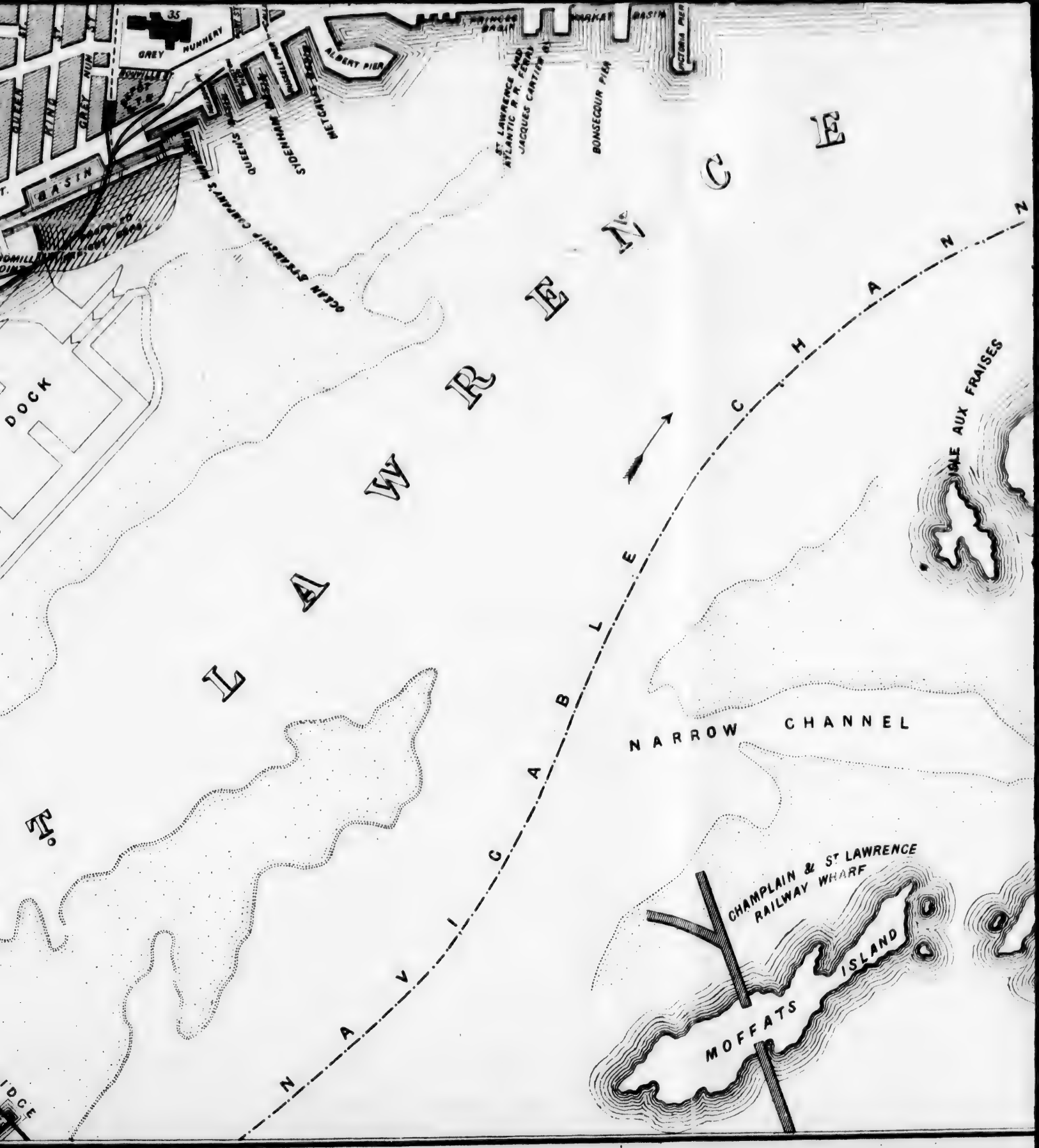
ELIZABETH ST.
OLD RESERVOIR
PLACE ARTIGUE
WARD
NEW BARRACK GROUND
BRICK FIELD
JAMES
AMHERST ST.
ST. MARY
PAPINEAU ROAD
MILITARY PROTESTANT B. C.
S. WOOD ST.
CATHOLIC CATHEDRAL
PLACE ST. JACQUES
CATHARINE ST.
DENIS ST.
LABELLE ST.
HUBERT ST.
CHRISTOPHE
ANDRE ST.
BEAUDRY ST.
VISITATION ST.
DORCHESTER
LACROIX ST.
LACAUCHETIERE
VIGER ST.
CAMPEAU ST.
JOLIN ST.
AMHERST ST.
WOLFE ST.
MONTCALM ST.
NAPOLEON
PANET ST.
DURHAM ST.
SYDENHAM ST.
BLAKE ST.
SCHOOL
GAIN ST.
PAPINEAU SQ.
SQUARE
PERTHIUS ST.
MARS ST.
DALHOUSIE SQUARE
GRAIG ST.
NICHOLAS ST.
MARY ST.
SALABERRY ST.
WOODYARD
GRANT ST.
BROCK ST.
BARCLAY ST.
WATER ST.
MILITARY HOSPITAL
VICTORIA PIER
E
C
E L



ACK GROUND
SHERBROOKE ST
EWERETTA ST
GRAHAM ST
ELIZABETH ST
ONTARIO
HURON ST
PEEL ST
ROBERT ST
BURNET ST
RODNEY ST
NELSON ST
ALBERT ST
STANLEY
KENT ST
PAPINEAU ROAD
MILITARY PROTESTANT B. C.
COLBORNE AVENUE
PARTHENAIS ST
FULHAM ST
DUFRESNE ST
CITY BOUNDARY
PROPOSED HOCHELAGA CANAL
TOLLGATE
JAIL
PAPINEAU SQ.
BREWERY
LONGUEUIL FERRY
CURRENT ST MARY
ISLE RONDE

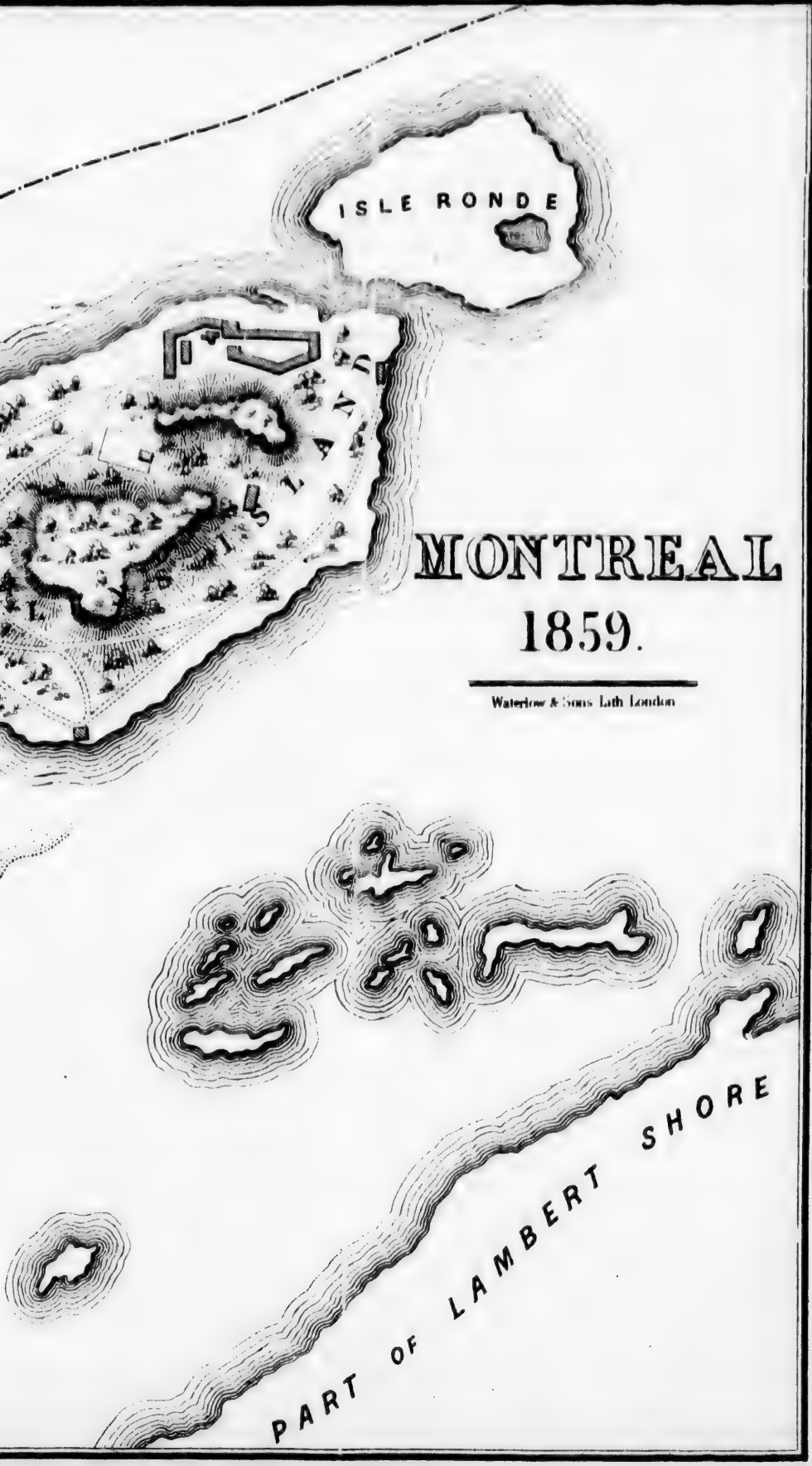


GABRIEL ST.
LACHINE
PATRICK
BASIN
WELLINGTON ST.
NAZARETH
COMMON ST.
BASIN
ST. GABRIEL FARM
GRAND TRUNK R.R.
WELLINGTON
TOLLGATE
RUE DE LA FERME
RUE ST. COLOMBIN
RUE ST. BRIDGET
CANAL
PROP.
GRAVING DOCK
TATE'S
DRY DOCKS
HYDRAULIC LOTS
WINDMILL POINT
CITY BRANCH
GRAND TRUNK RAILWAY TERMINUS
POINT ST. CHARLES
EMIGRANT SHEDS
BL. GROUND
PROPOSED POINT ST. CHARLES DOCK
GR. TRUNK WHARF
RIVER ST.
VICTORIA BRIDGE



GREY NUNNERY
ALBERT PIER
PRINCES BASIN
MARKET BASIN
PICTORIA PIER
BONSECOUR PIER
ST LAWRENCE AND ATLANTIC R.R. FERRY
JACQUES CARTIER
QUEEN'S
SYDENHAM
METCALFE
OCEAN STEAMSHIP COMPANY'S
BASIN
DOCK
LAWRENCE
NAVIGABLE CHANNEL
ISLE AUX FRAISES
NARROW CHANNEL
CHAMPLAIN & ST LAWRENCE RAILWAY WHARF
MOFFATS ISLAND

C E
C H A N N E L
ISLE AUX FRAISES
ST. HELENA
RROW CHANNEL
CHAMPLAIN & ST. LAWRENCE
RAILWAY WHARF
MOFFATS ISLAND


ISLE RONDE
ISLAND
MONTREAL
1859.
Waterlow & Sons Lith London
PART OF LAMBERT SHORE

True
City Limit
Longueuil Ferry
CURRENT ST MARY
ISLE RONDE
ST HELENS
ISLAND
LAWRENCE

LONGUEUIL

PLA

OF

POINT ST C

LONCU

AND

CHARC

Scale, 4 Inches to

Waterlow & Sons, Lith Lo

PLAN

OF

ST. CHARLES,

NGUEUIL,

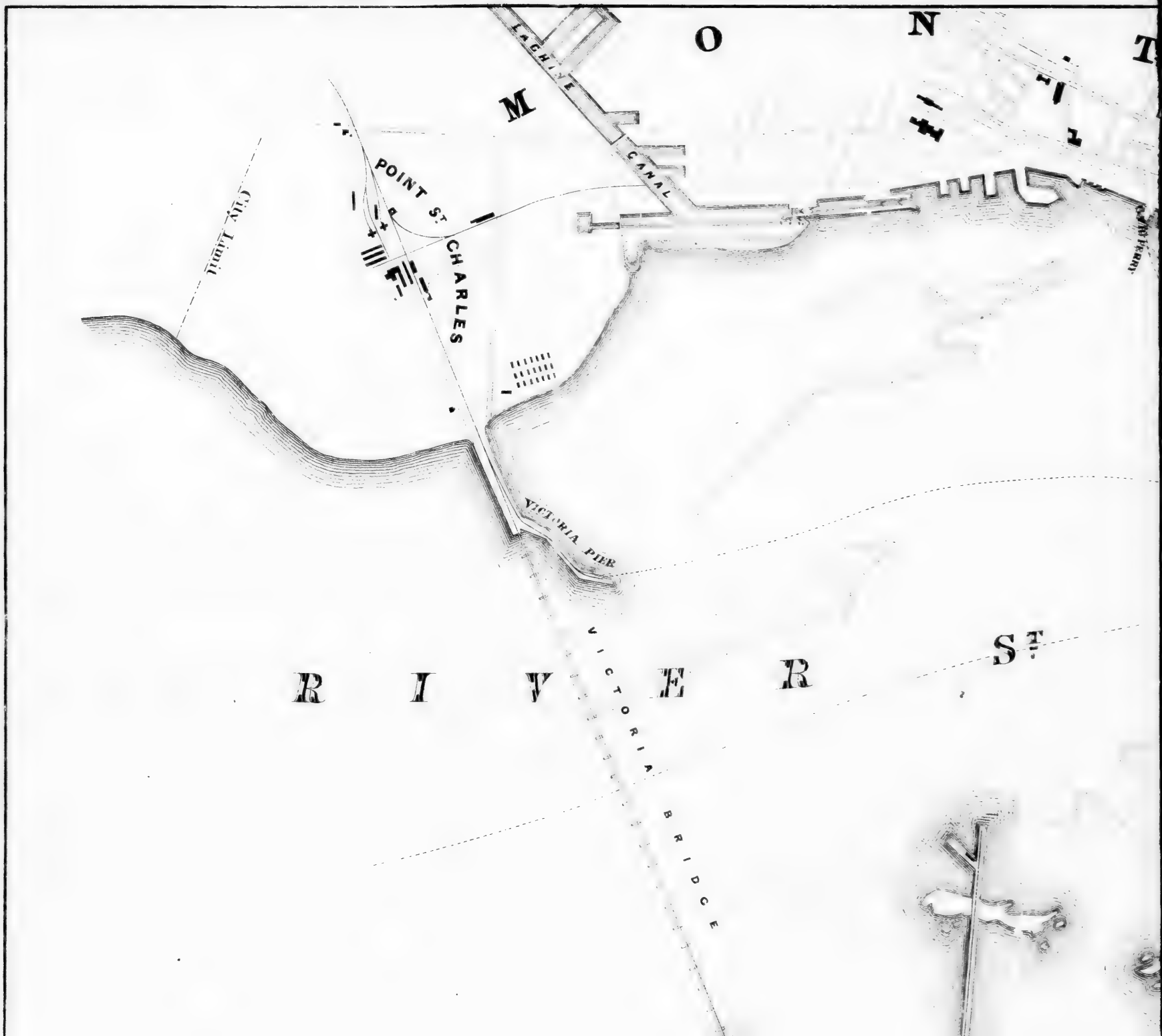
AND

HARONS.

le, 4 Inches to a Mile.

Waterlow & Sons Lith London

CHARONS

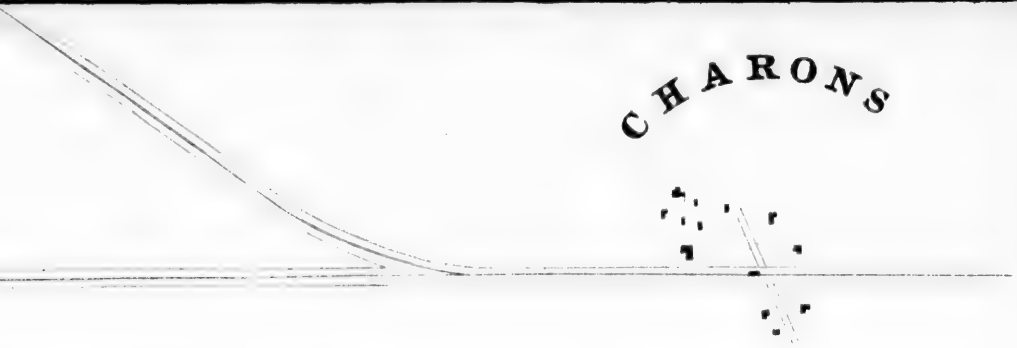


M O N T
LACHINE CANAL
POINT ST. CHARLES
City Limit
VICTORIA PIER
VICTORIA BRIDGE
R I V E R ST.

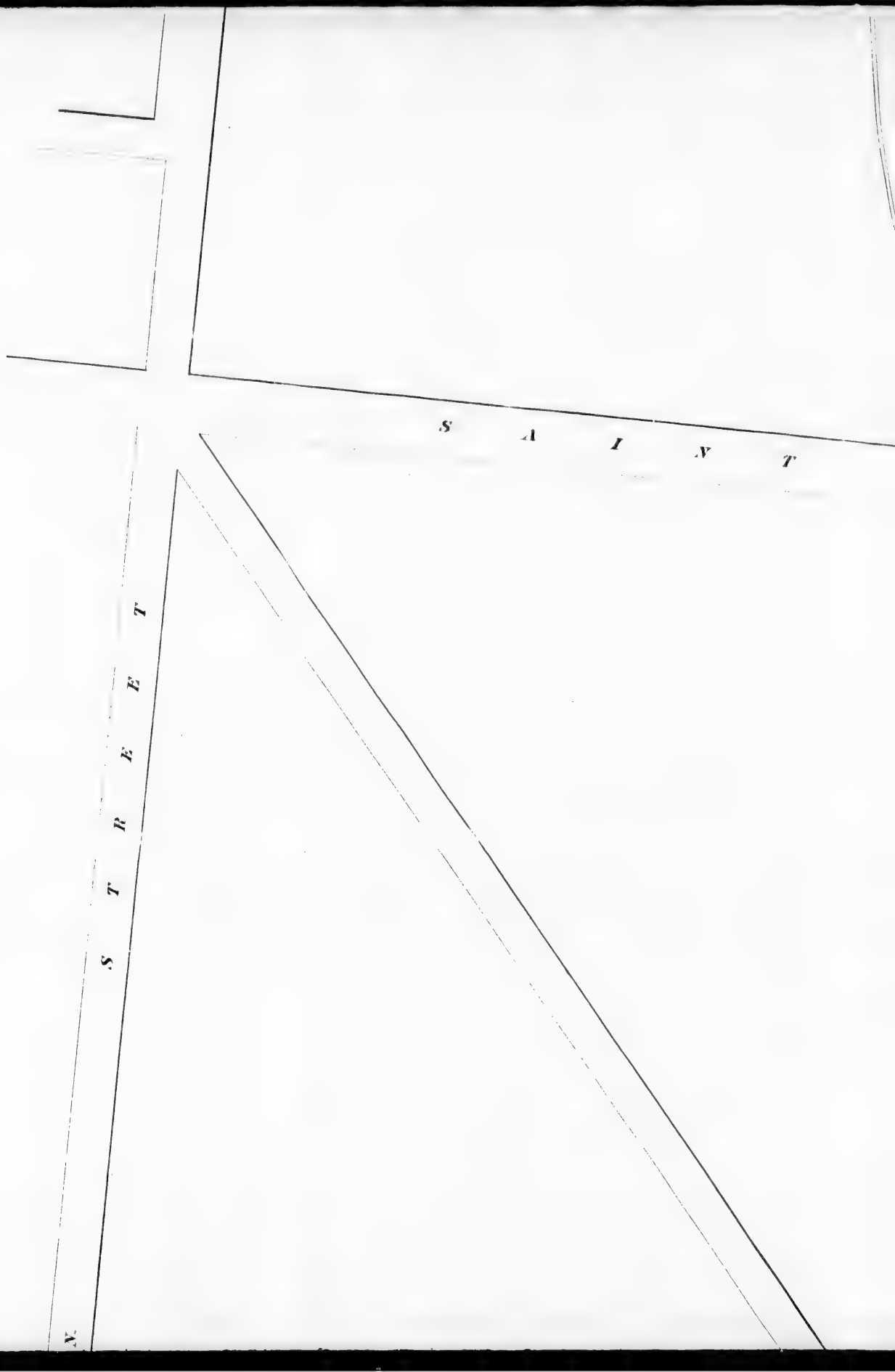
ST LAMBERT
Champlain & St Lawrence Railway

DISTANCES.

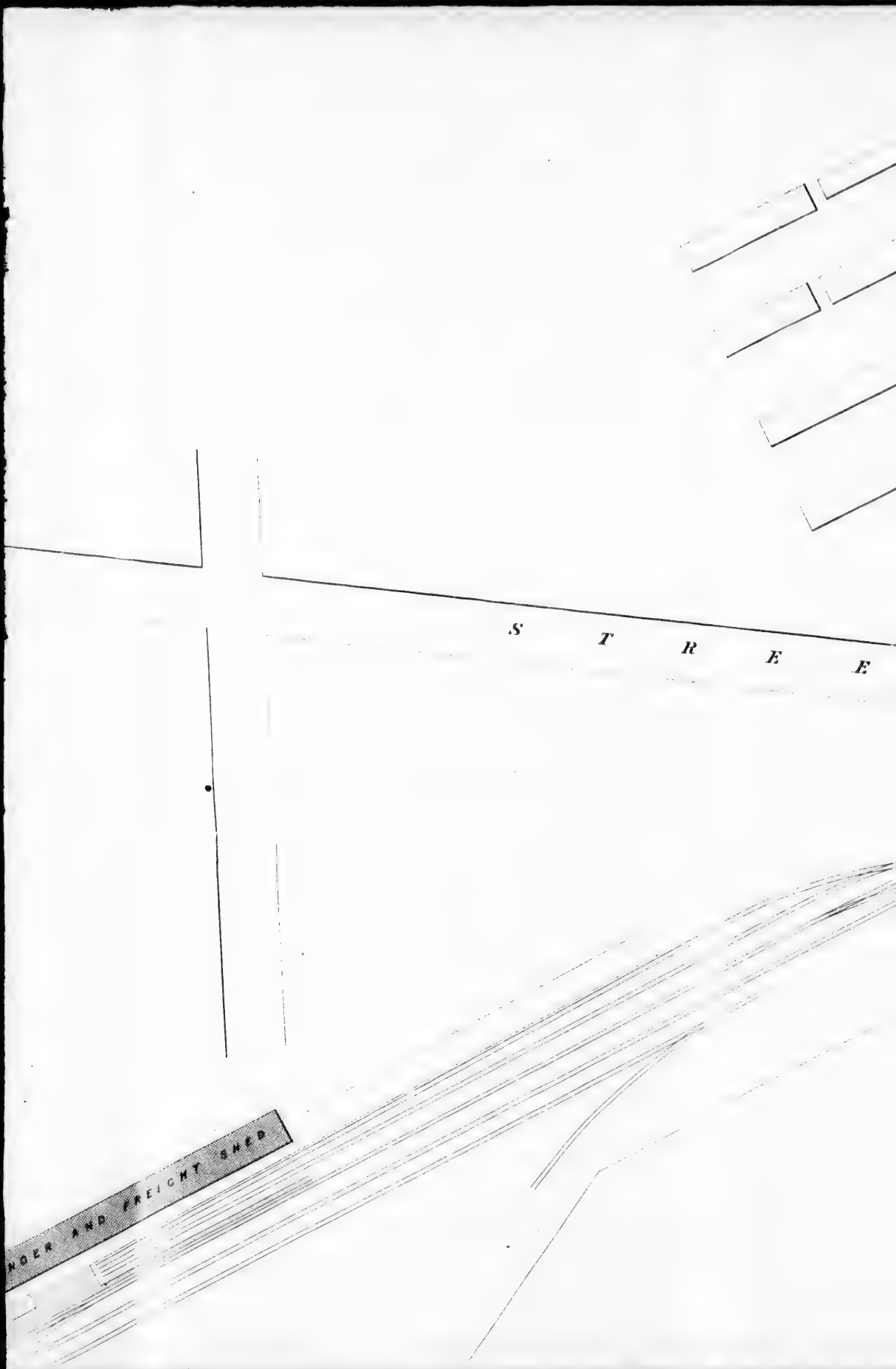
From Victoria Pier to Longueuil	$4\frac{1}{2}$	Mil
From G.T.R. Ferry, Montreal to Longueuil	3	..
From Longueuil to Charons Junction	4	..
From Charons Junction to Point St Charles	$5\frac{1}{2}$	.
From Victoria Pier to G.T.R. Ferry to Montreal	$1\frac{3}{4}$	.

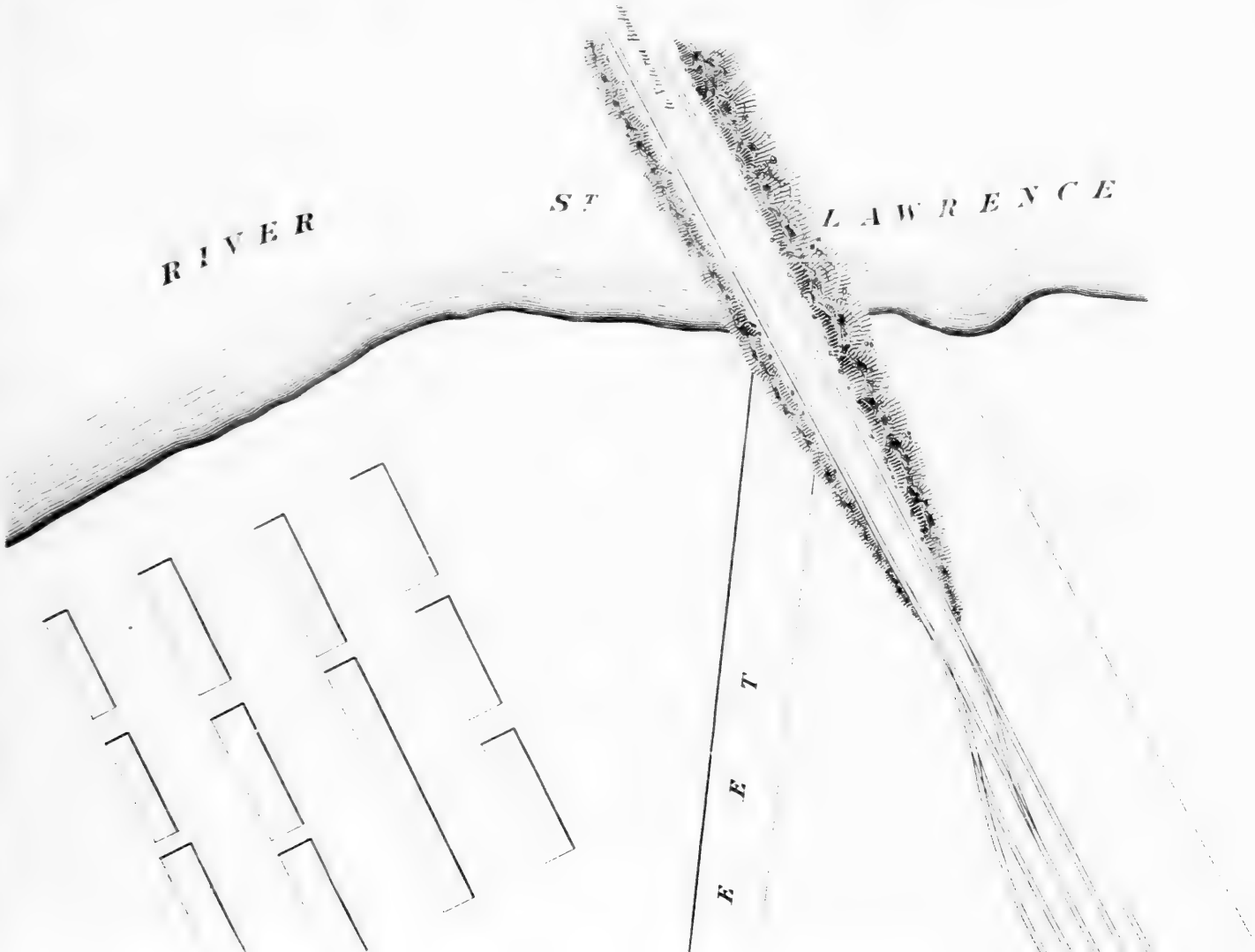


	$4\frac{1}{2}$	Miles.
ieuil	3	..
	4	..
harles	$5\frac{1}{2}$	..
Montreal	$1\frac{3}{4}$	..

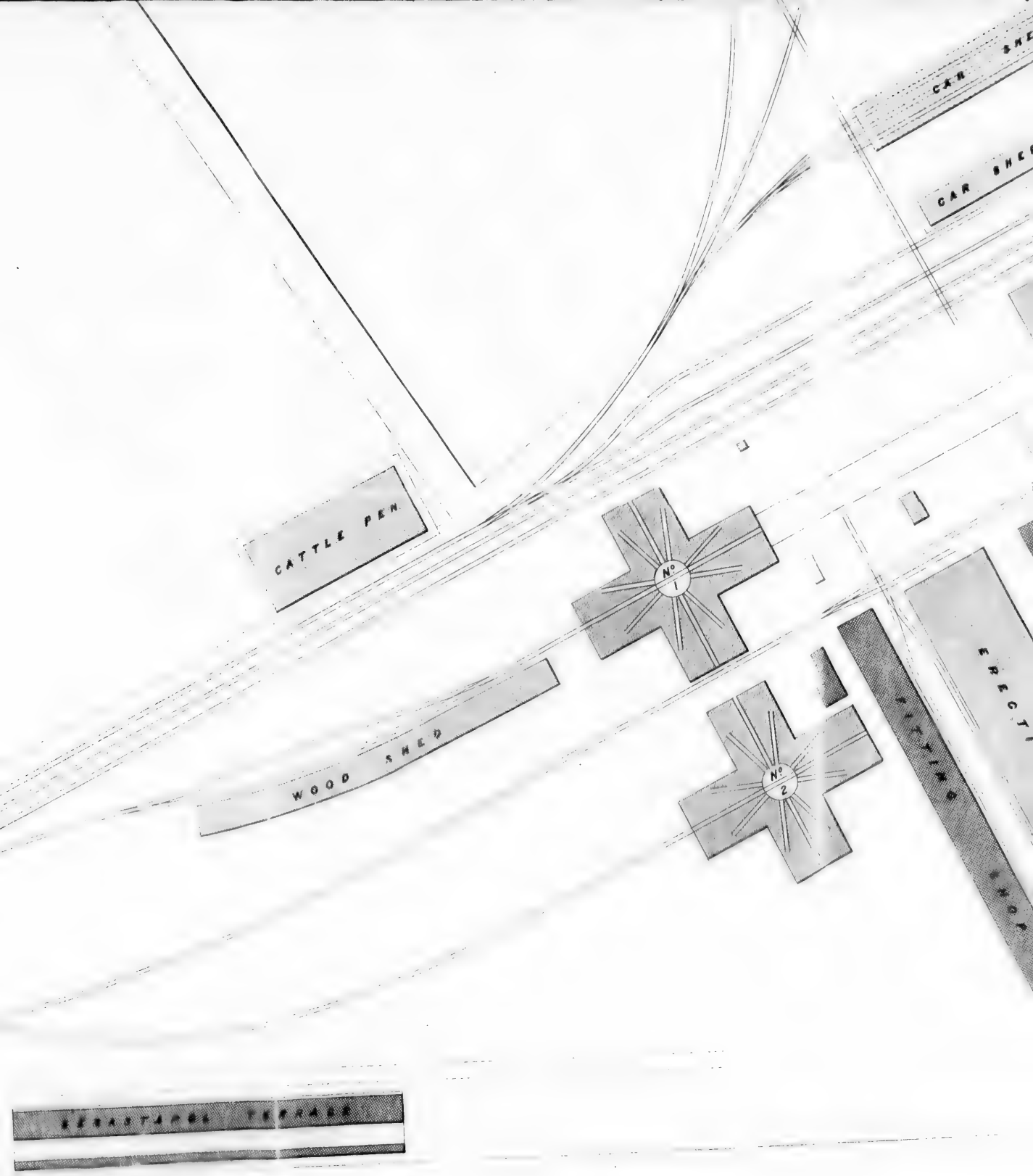

SAINT
STREET

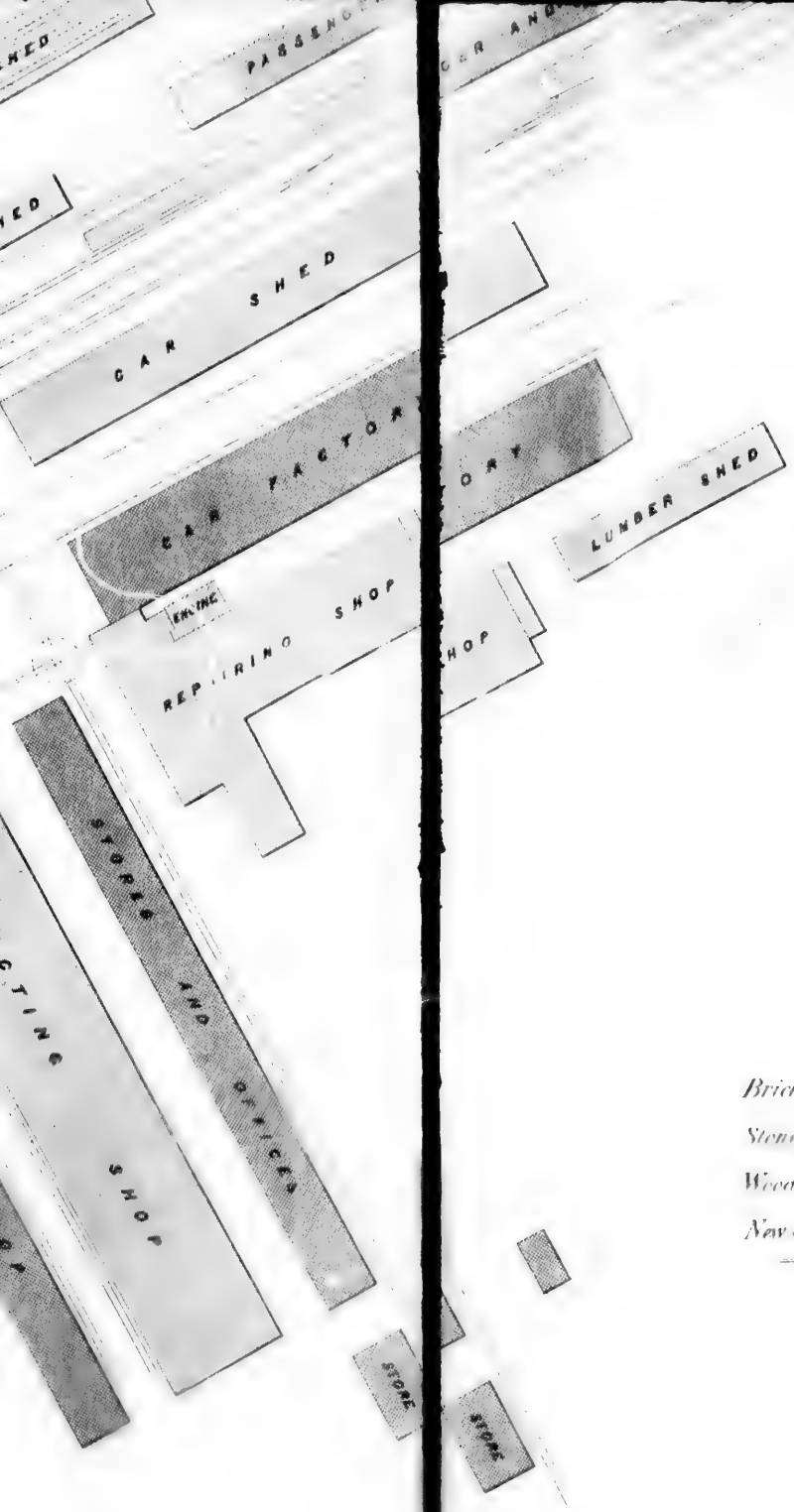
T
E T I E N N E
FLOUR SHED
FREIGHT SHED
FREIGHT SHED
CAR SHED
PASSENGER


S T R E E
NGER AND FREIGHT SHED


RIVER
ST
LAWRENCE
STREET

WELLINGTON
from Detroit & the West


CAR SHED
CAR SHED
CATTLE PEN
No 1
No 2
WOOD SHED
FITTING SHOP
ERECTI
SEBASTAPOL TERRACE



GRAND

POINT

BUILDINGS.

Brick

Stone

Wood

New Sheds and Platforms

SCA

Plan.

OF

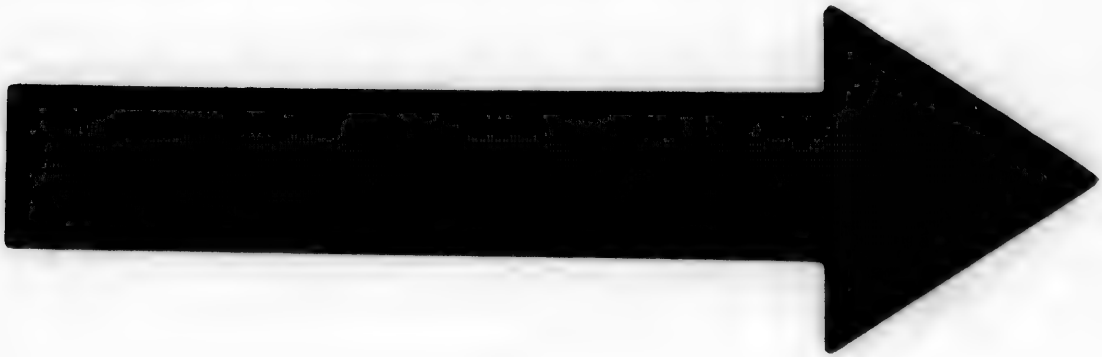
RAND TRUNK PROPERTY

AT

POINT St. CHARLES.

SCALE-180 FEET-1 INCH.

WATERLOW & SONS, LITHOGRAPHERS & ENGRAVERS
65 to 68 London Wall, & 49 Parliament Street London



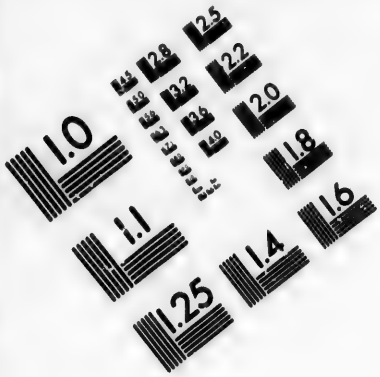
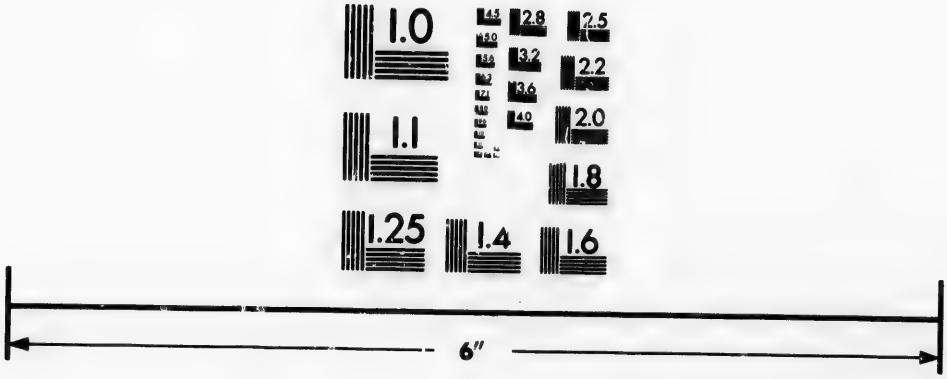
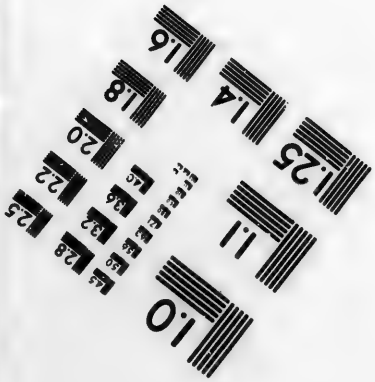


IMAGE EVALUATION
TEST TARGET (MT-3)





Photographic
Sciences
Corporation

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

2.8
2.5
3.2
2.2
2.0
1.8
1.0

P

RICHMOND JU

Scale,

Waterl

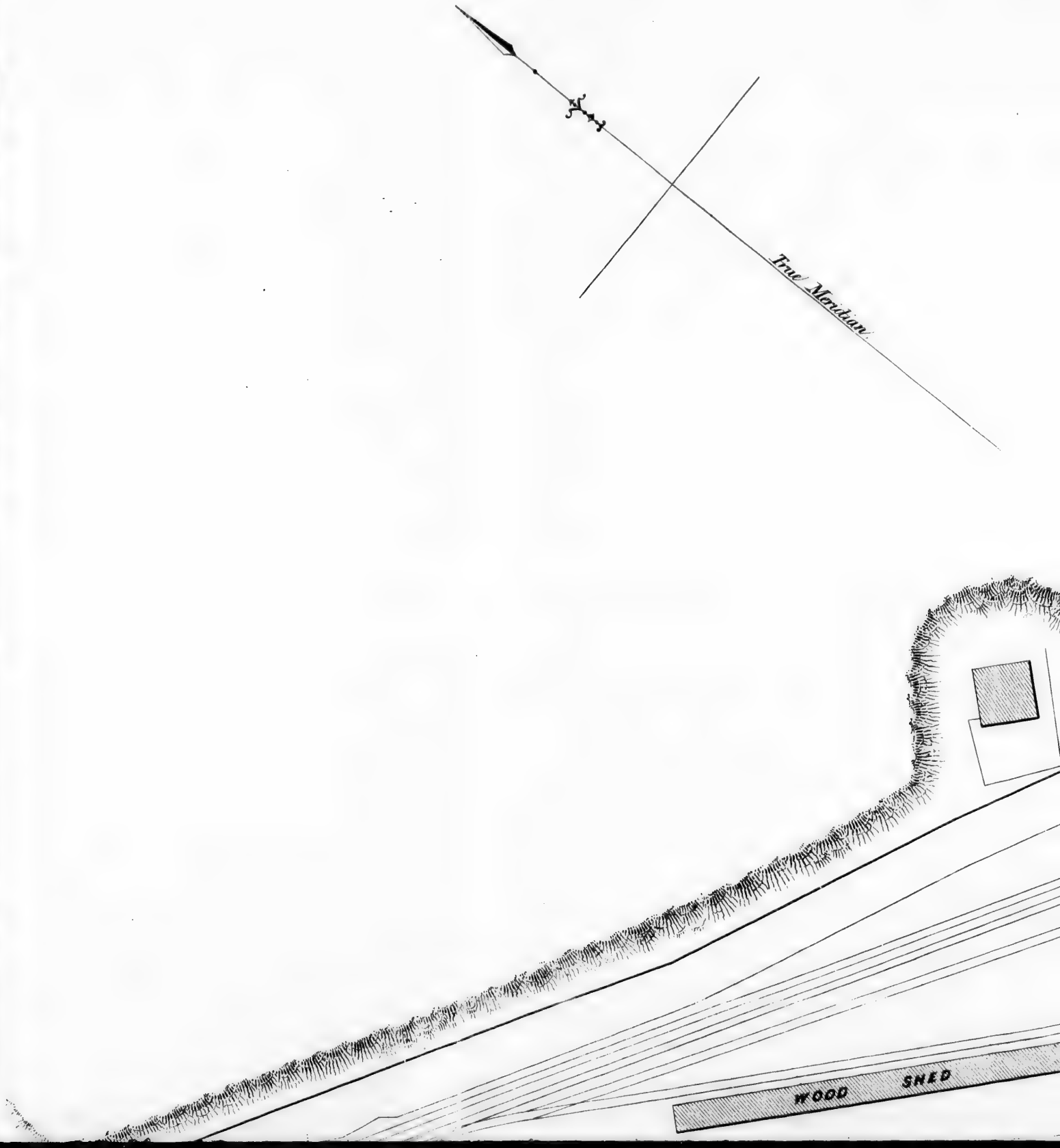
PLAN

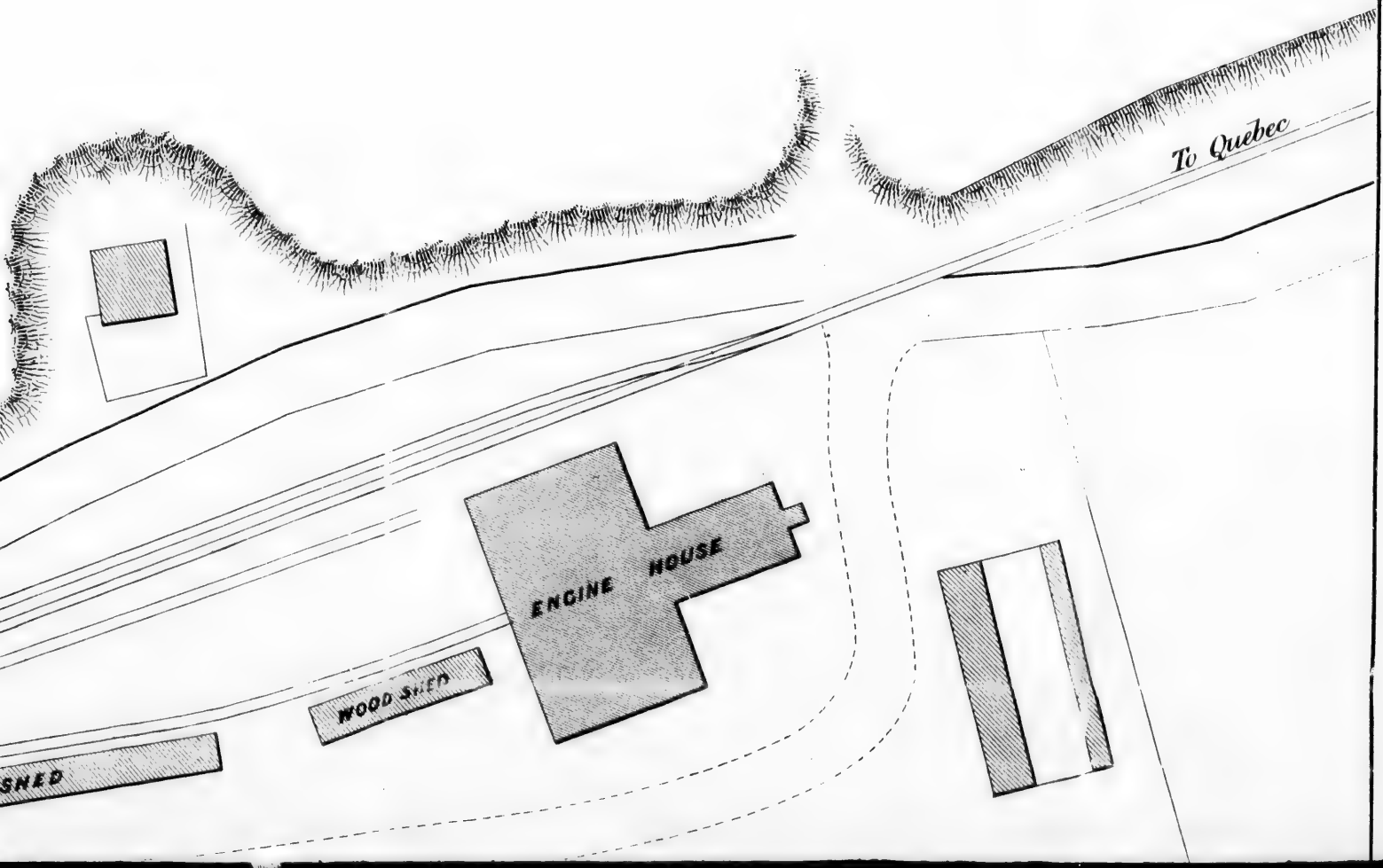
OF

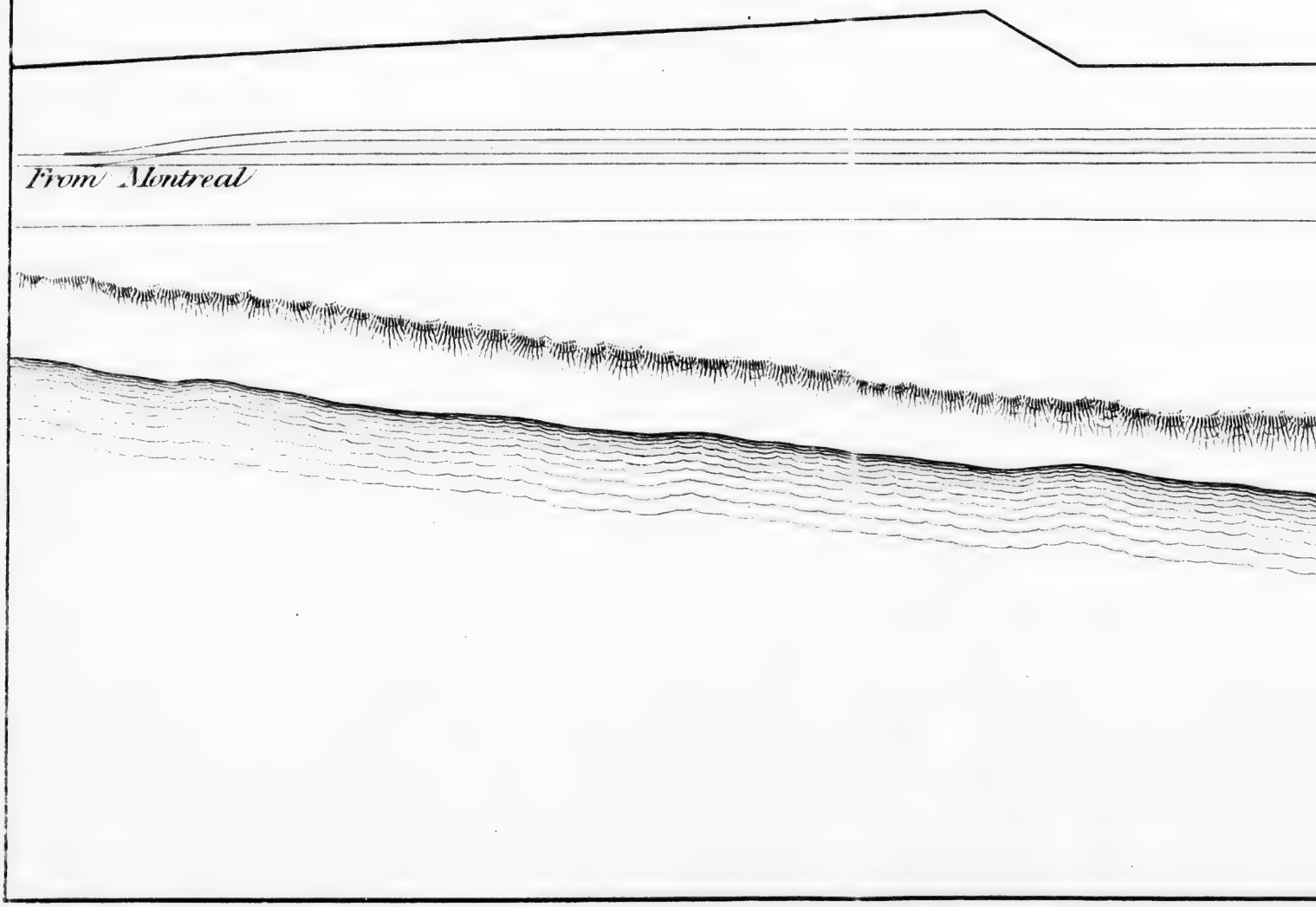
D JUNCTION STATION.

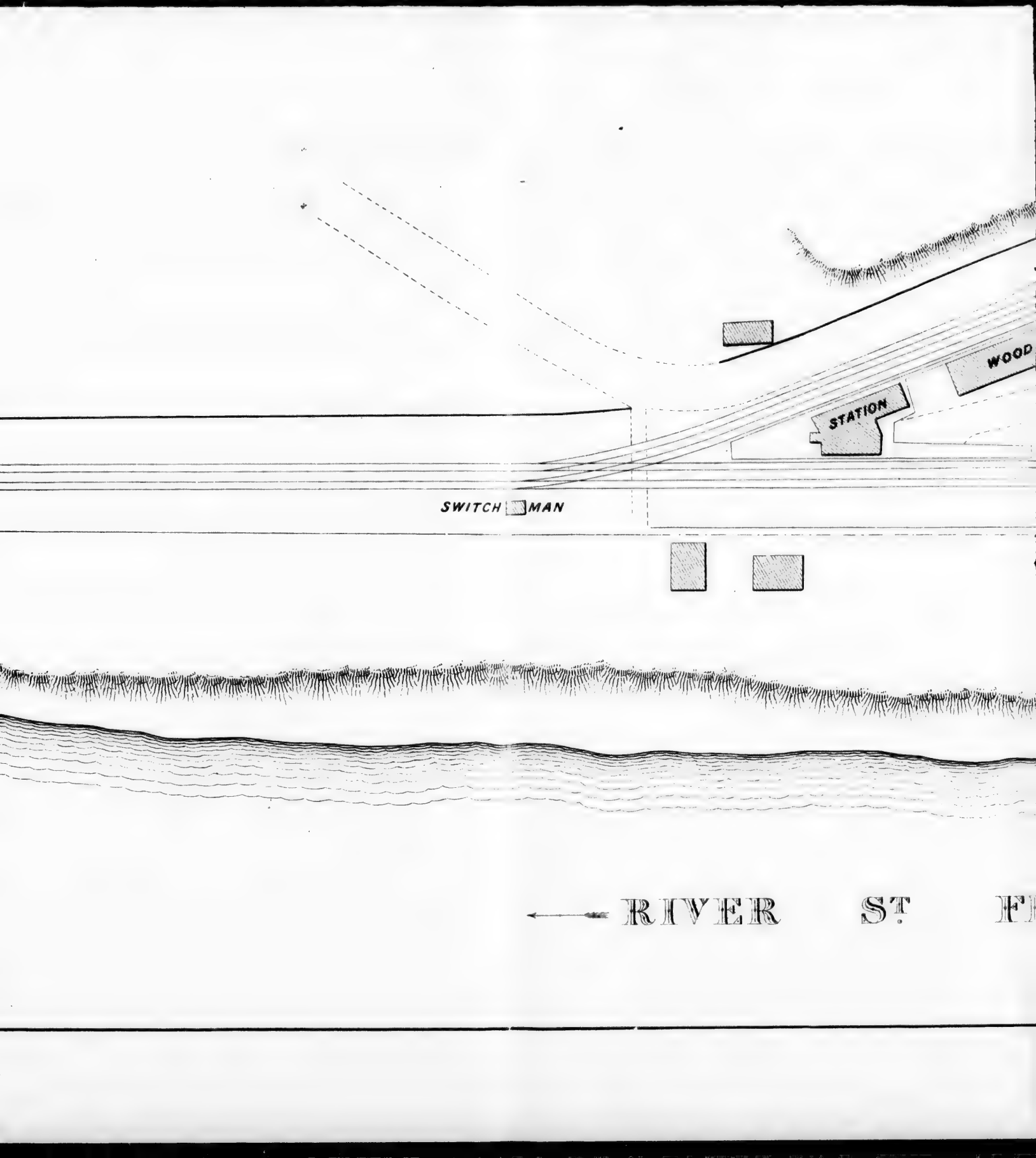
Scale, 100 ft = 1 in.

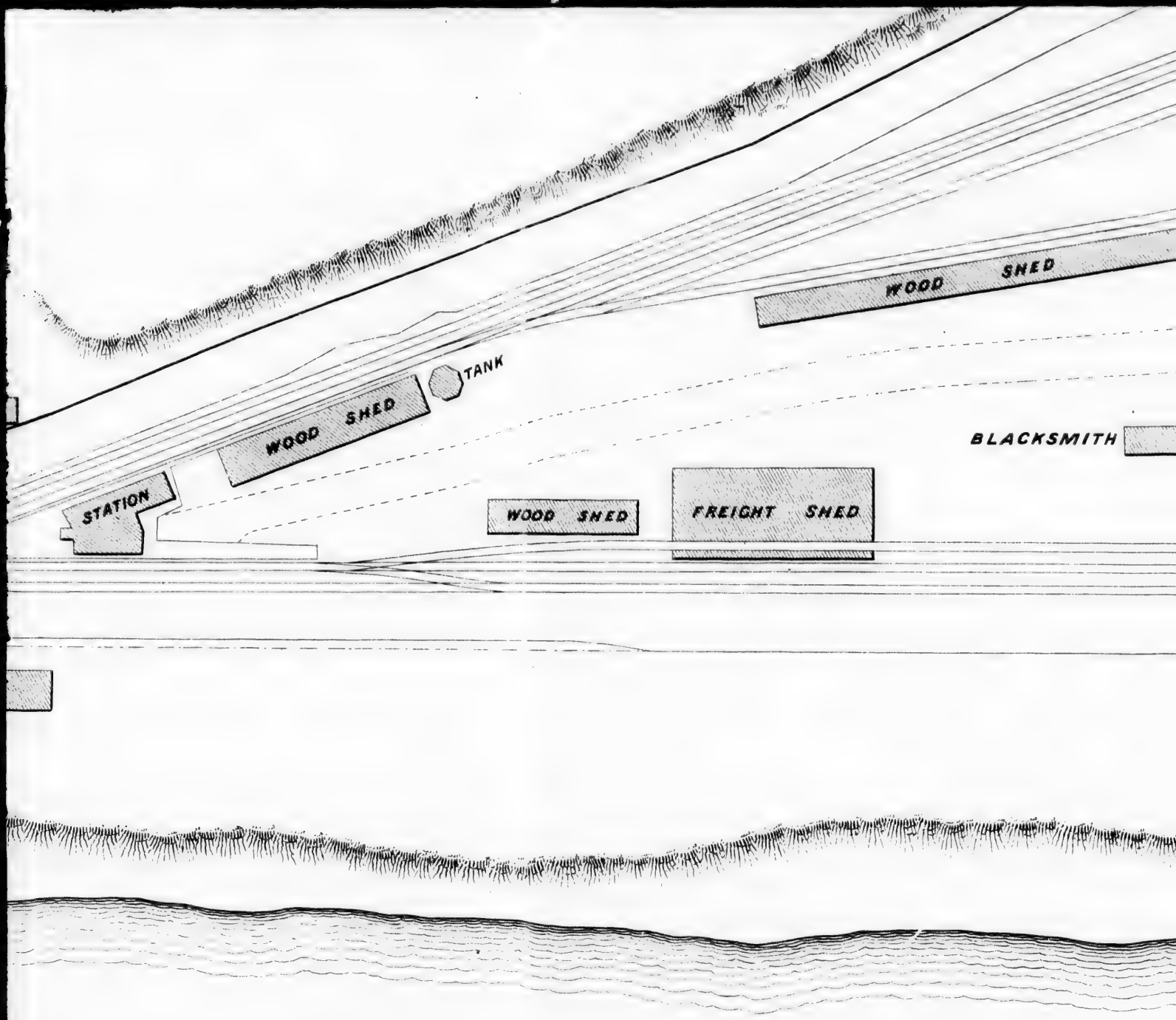
Waterlow & Sons, Lith. London.

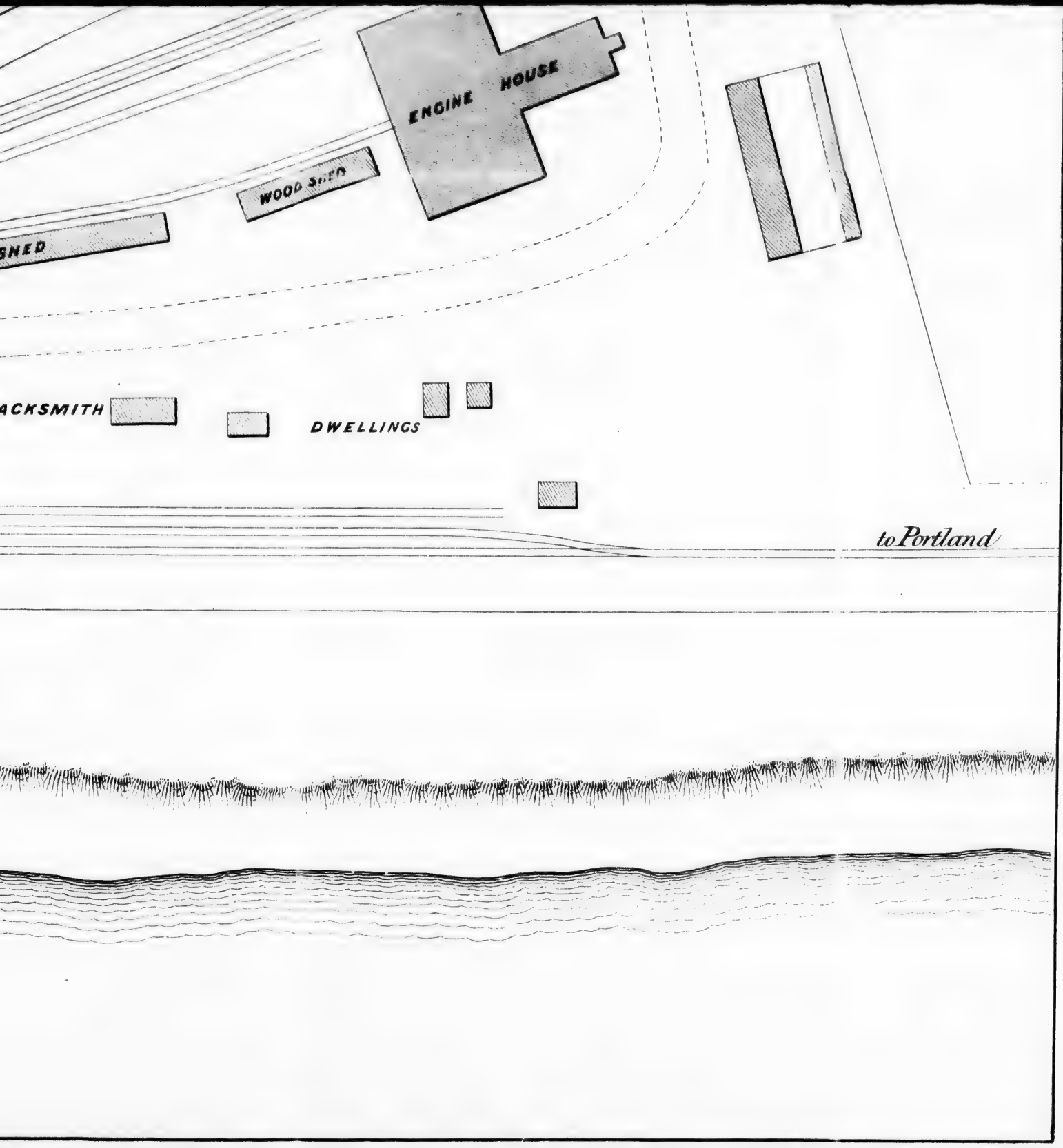

East
True Meridian
WOOD SHED

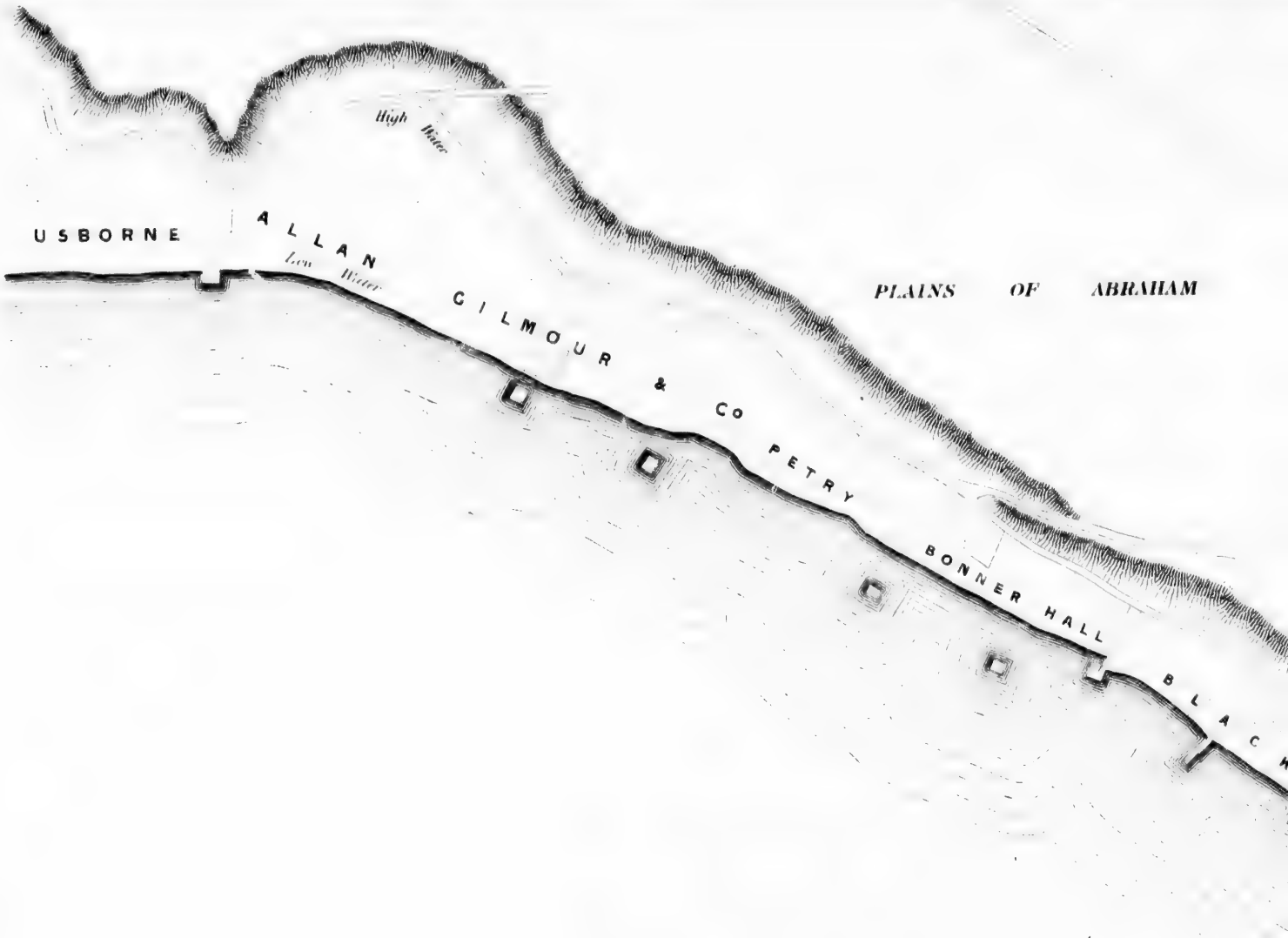

To Quebec
ENGINE HOUSE
WOOD SHED
SHED


From Montreal


WOOD
STATION
SWITCH MAN
RIVER ST


WOOD SHED
TANK
WOOD SHED
BLACKSMITH
STATION
WOOD SHED
FREIGHT SHED
R ST FRANCIS


ENGINE HOUSE
WOOD SHED
SHED
ACKSMITH
DWELLINGS
to Portland

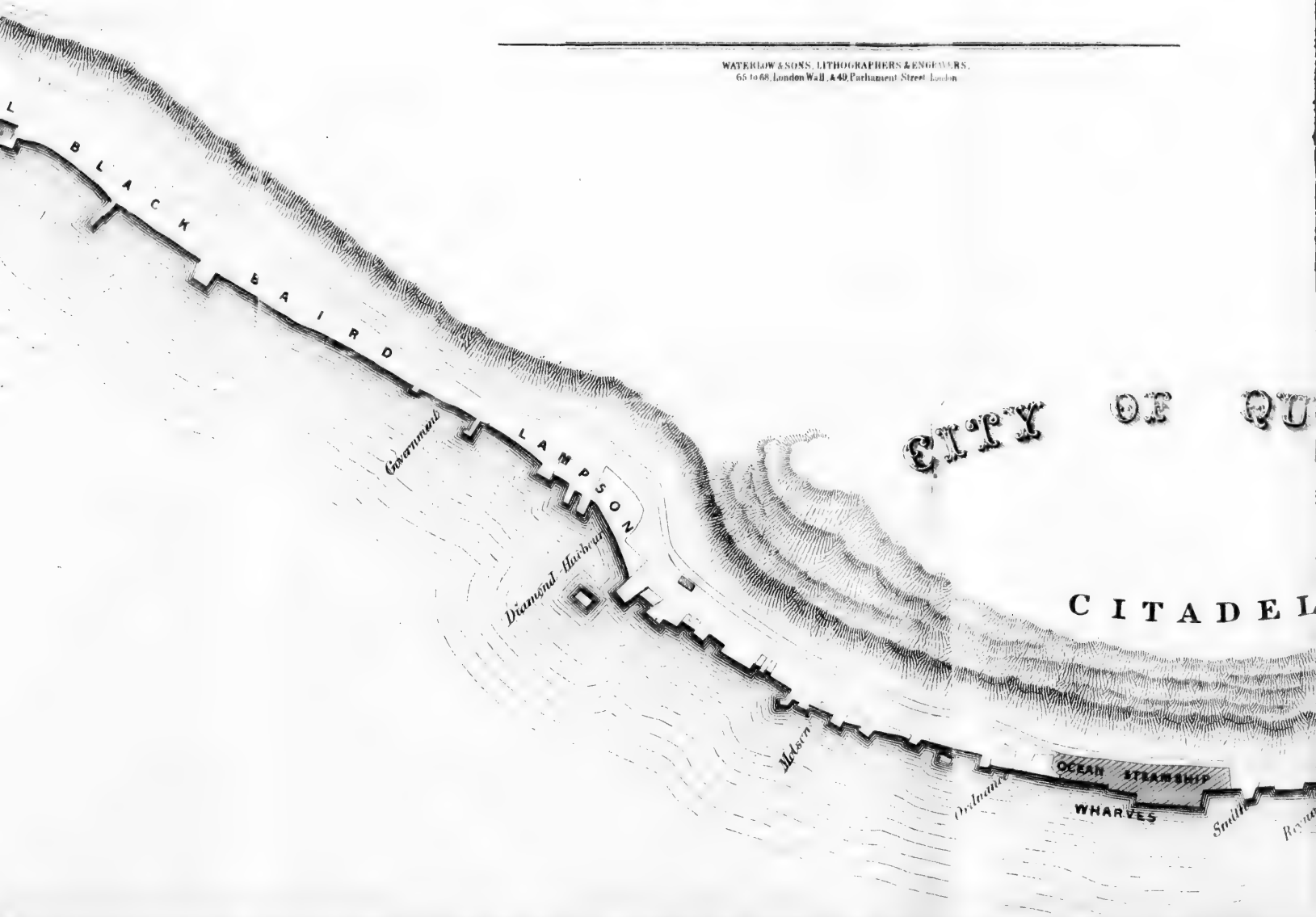

High Water
USBORNE
ALLAN
Low Water
PLAINS OF ABRAHAM
GILMOUR & Co
PETRY
BONNER HALL
BLACK

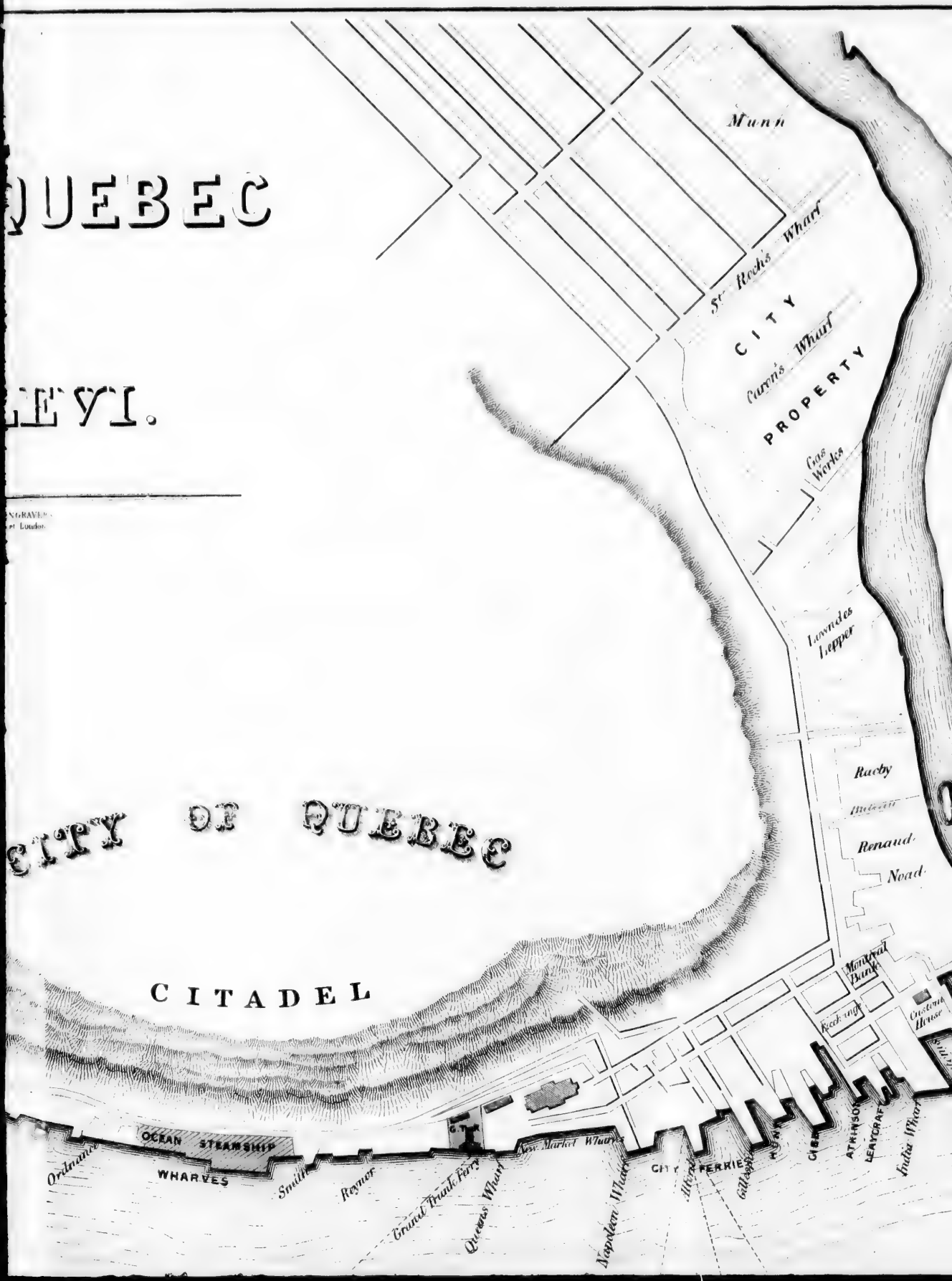
HARBOUR OF QUEBEC

AND

POINT LEVI.

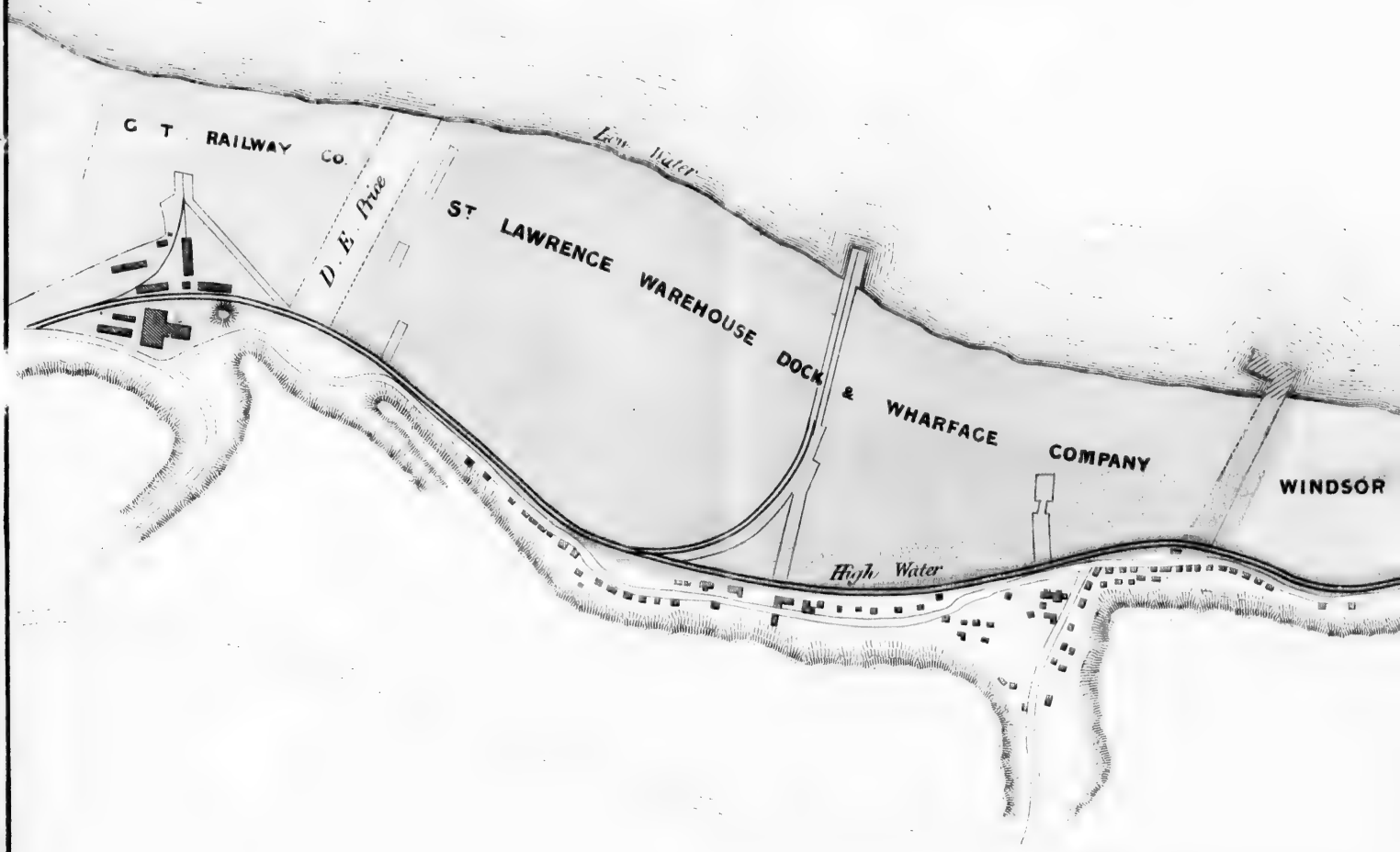
WATERLOW & SONS, LITHOGRAPHERS & ENGRAVERS,
65 to 68, London Wall, & 49, Parliament Street, London.

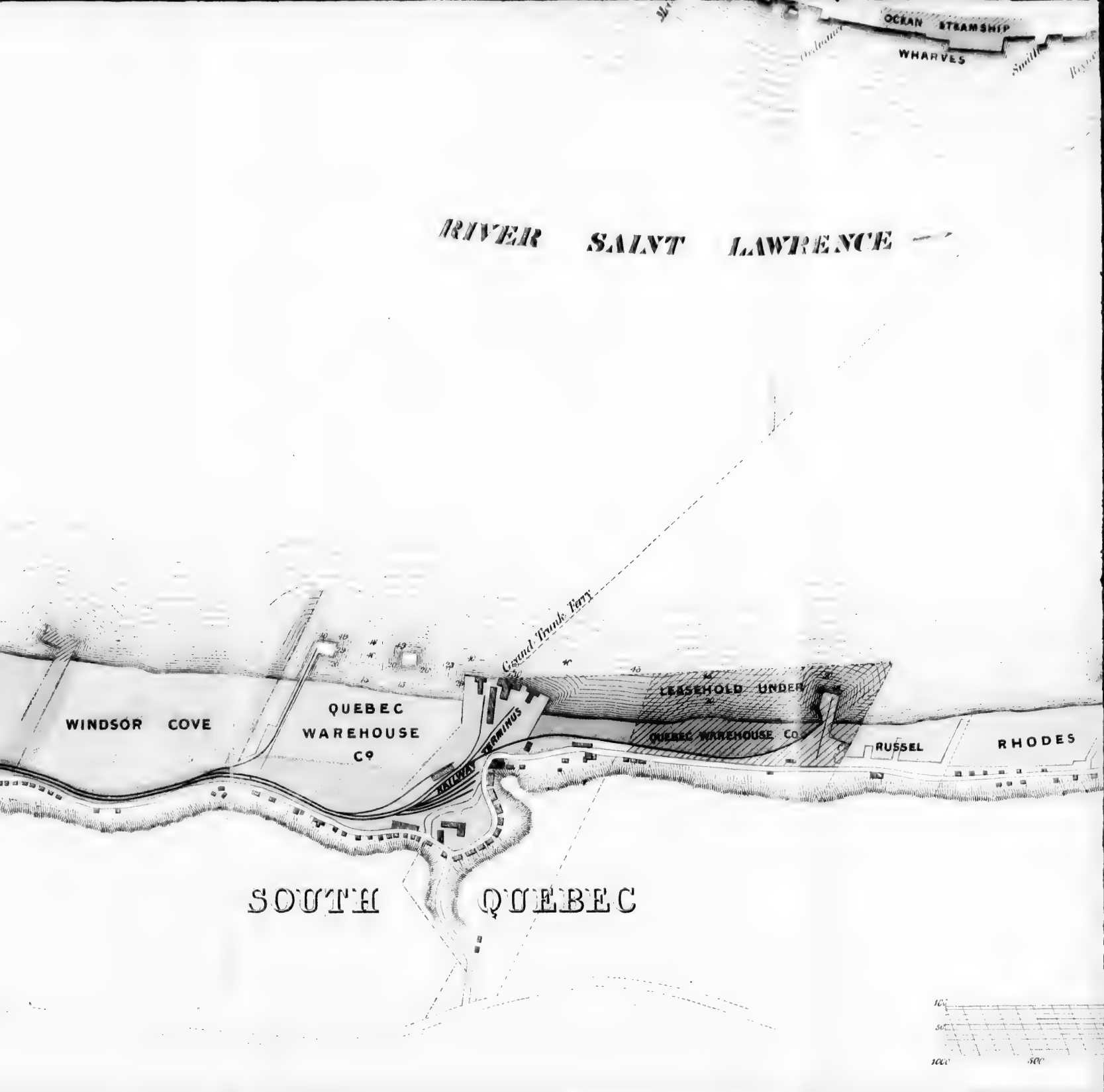


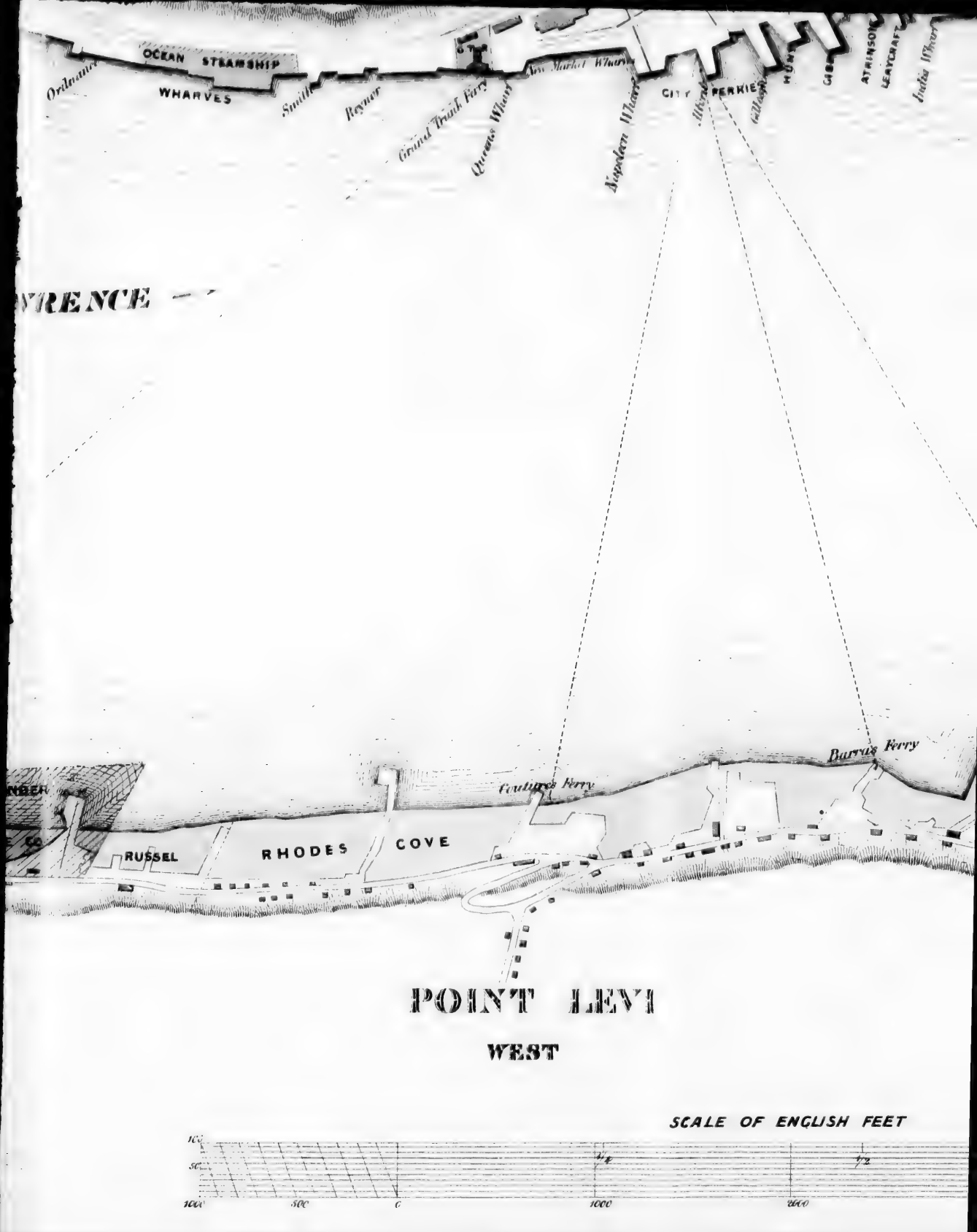

QUEBEC
LEVI.
CITY OF QUEBEC
CITADEL
Munn
St Roch's Wharf
CITY
Caron's Wharf
PROPERTY
Gas Works
Lowndes Lepper
Racby
Renaud
Noad
Montreal Bank
Exchange
Custom House
OCEAN STEAMSHIP
WHARVES
Ordnance
Smith
Reynor
Grand Trunk Ferry
Queens Wharf
Napoleon Wharf
New Market Wharves
CITY FERRIES
Gillespie
ATKINSON
LEAYCRAFT
India Wharf

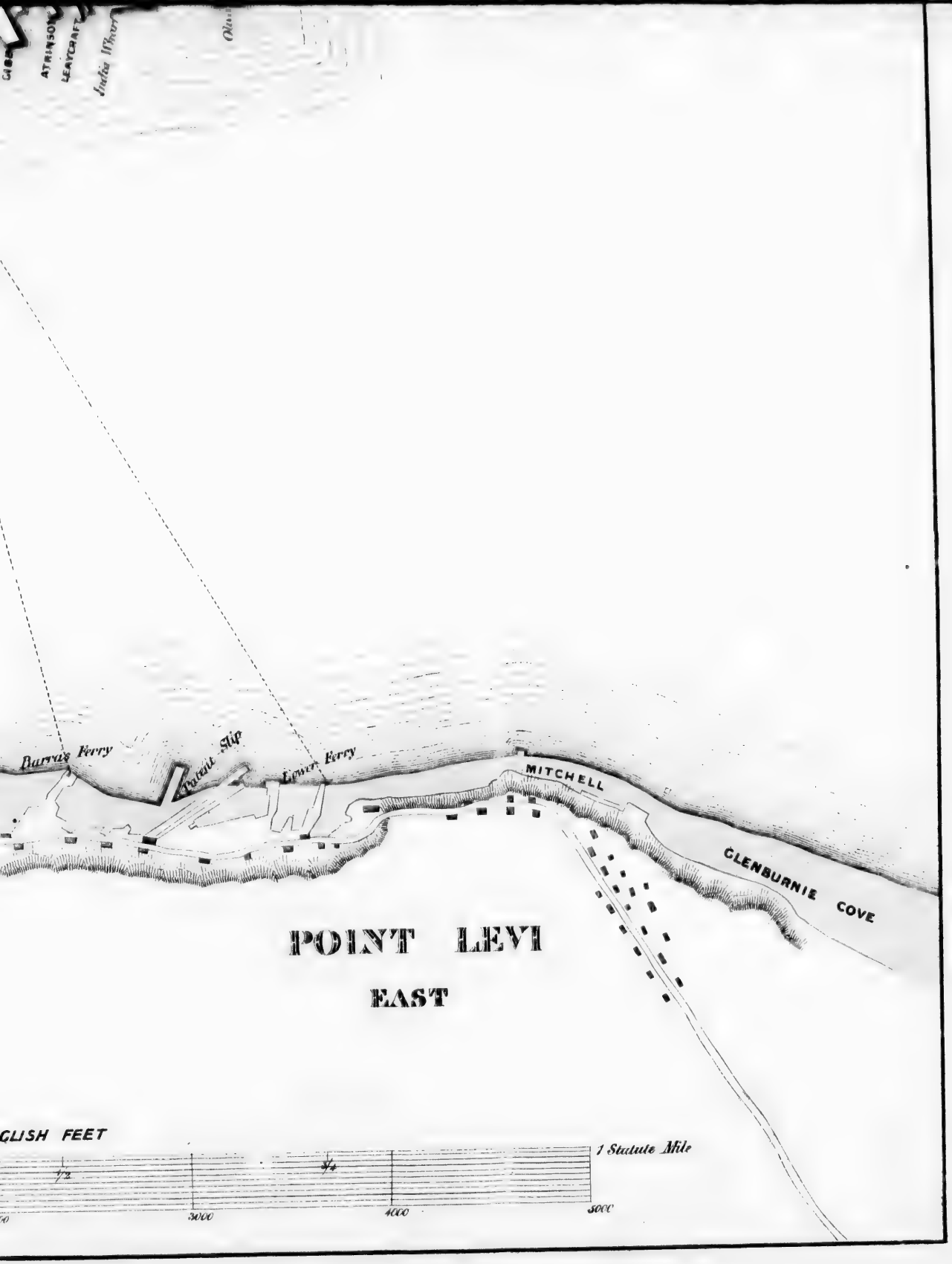
BEAUPORT
H N JONES
Wharf
Wharf
OPERTY
Gas Works
Lowndes Lepper
Racby
Renaud
Noad
Montreal Bank
Exchange
Custom House
Customs
Barnes
Oliver
India Wharf
ATKINSON
LEAYCRAFT
True North

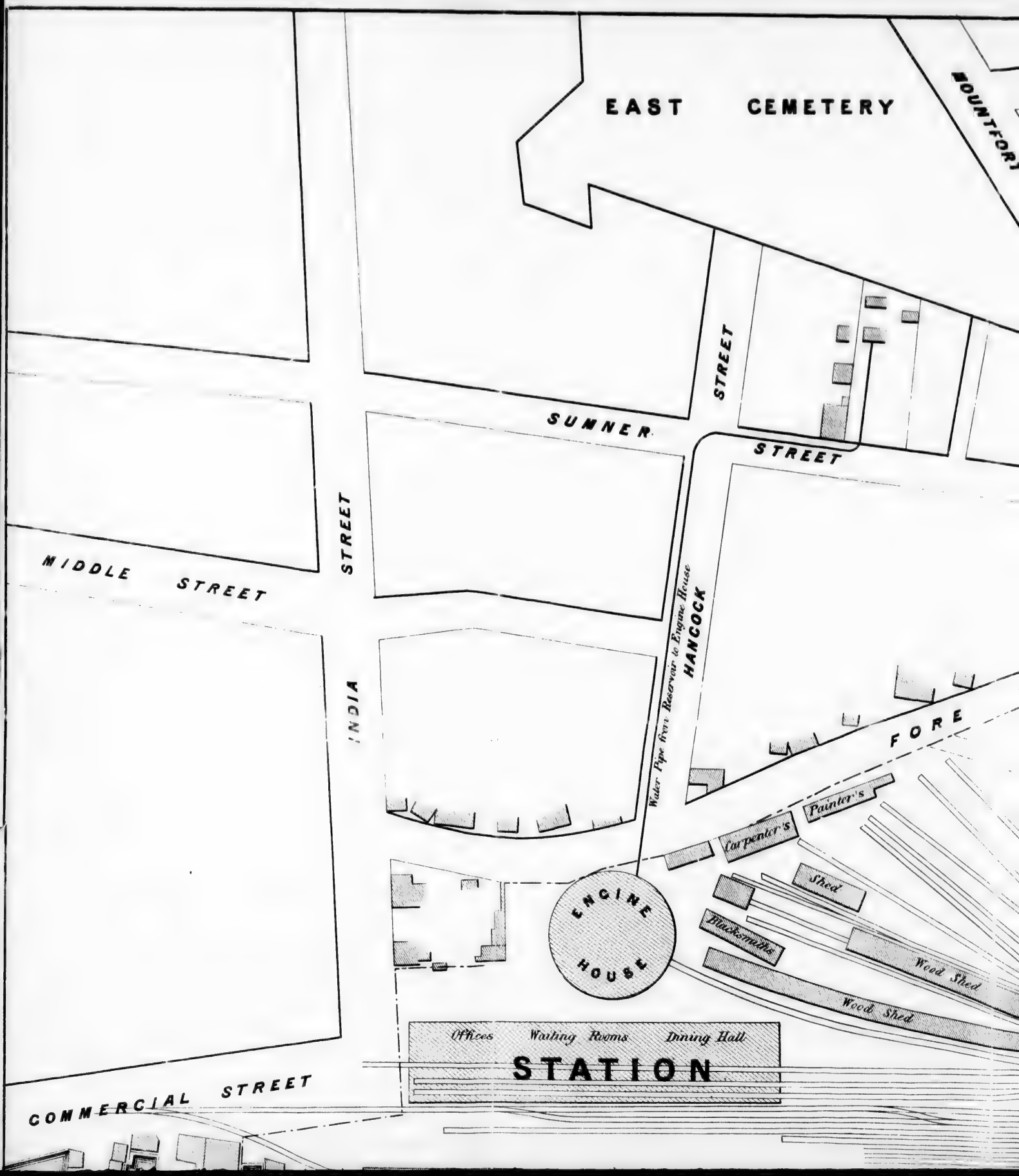
Ballast Ground

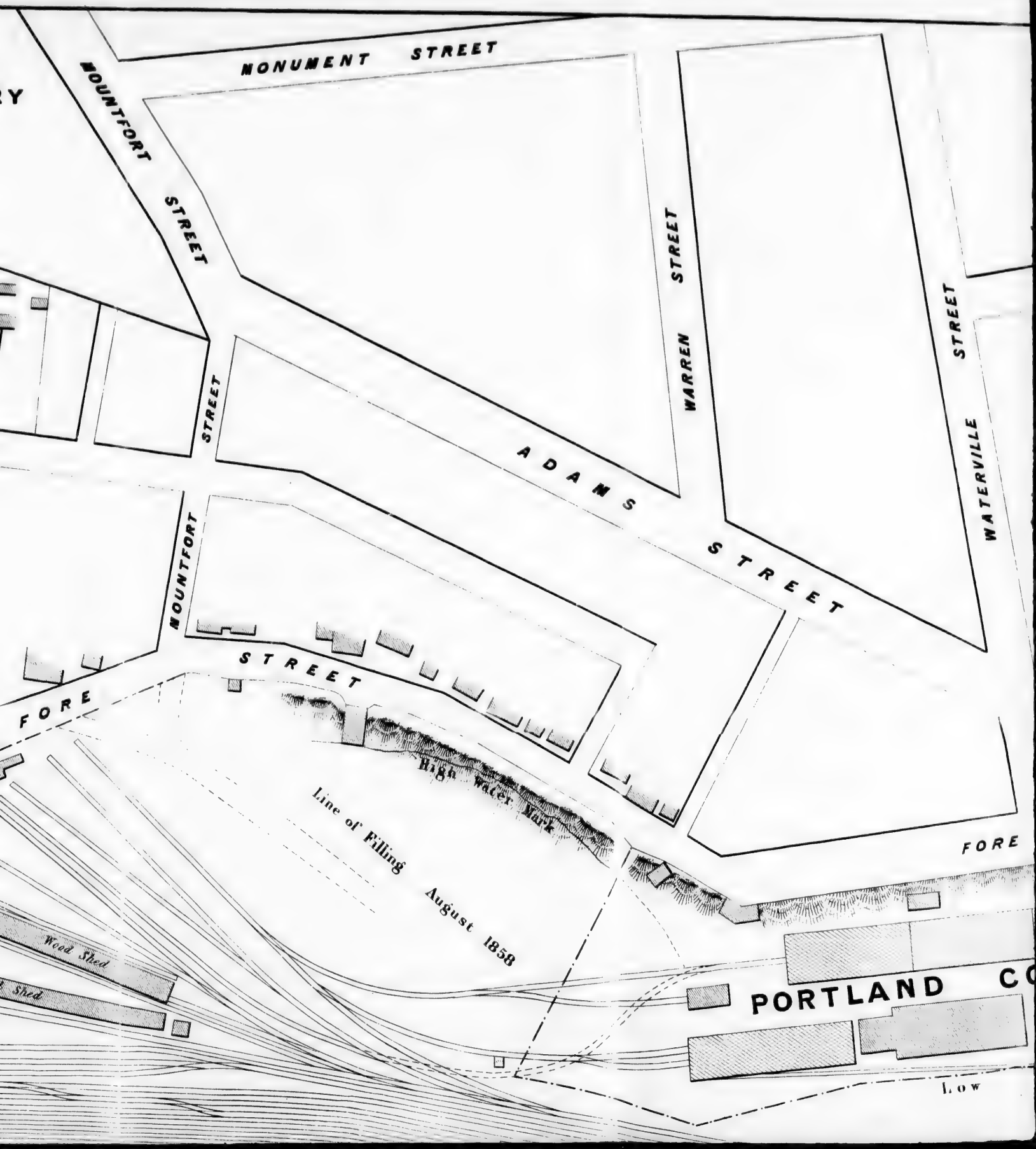


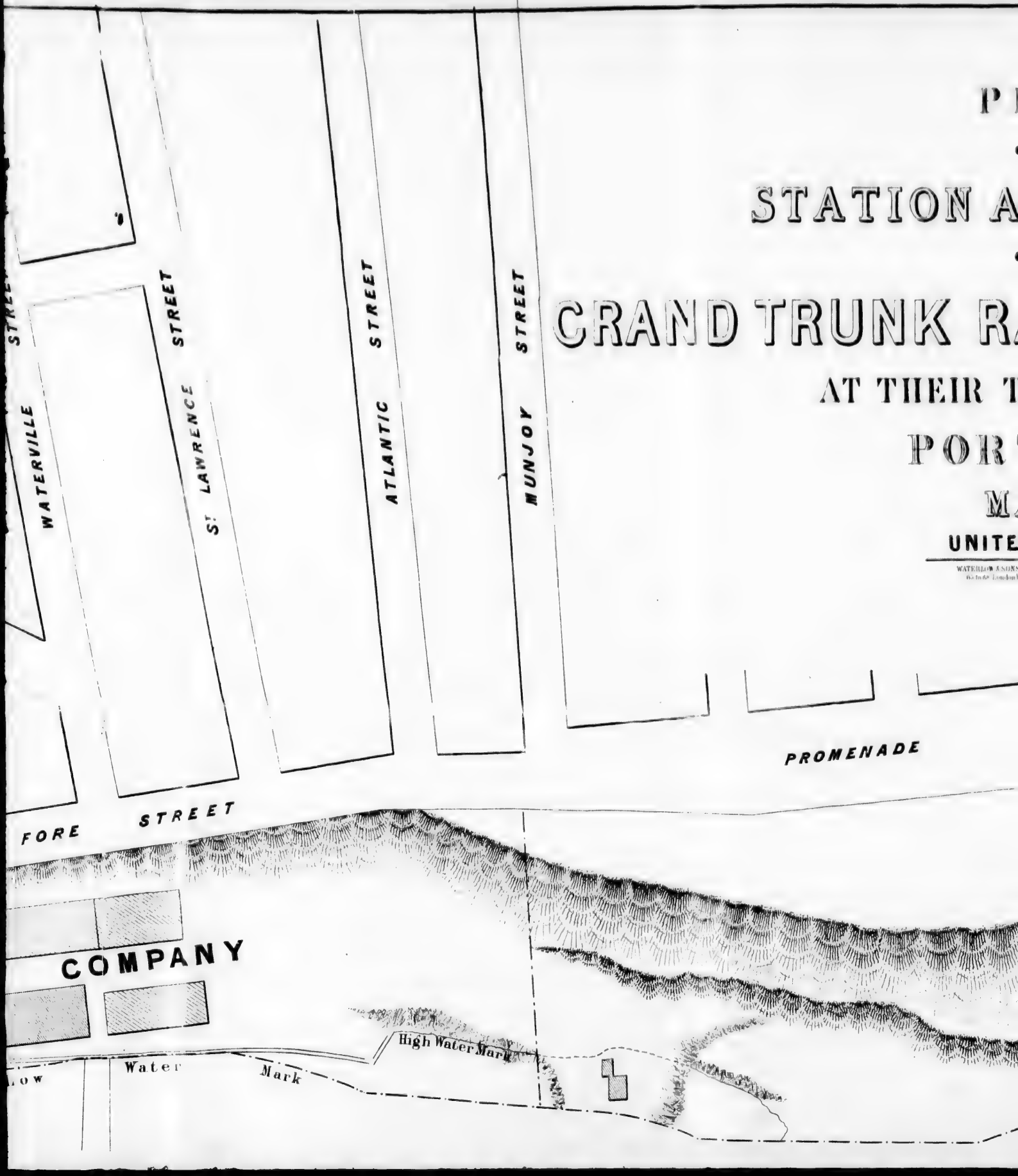

OCEAN STEAMSHIP
WHARVES
RIVER SAINT LAWRENCE
Grand Trunk Ferry
WINDSOR COVE
QUEBEC
WAREHOUSE
Co
RAILWAY TERMINUS
LEASEHOLD UNDER
QUEBEC WAREHOUSE Co
RUSSEL
RHODES
SOUTH QUEBEC


OCEAN STEAMSHIP
WHARVES
Ordnance
Smith
Reyner
Grand Trunk Ferry
Queens Wharf
New Market Wharf
Napoleon Wharf
CITY FERRIES
Gillespie
HUNT
GIBB
ATKINSON
LEAYCRAFT
India Wharf
RENCE
Barras Ferry
Coutures Ferry
RUSSEL
RHODES COVE
POINT LEVI
WEST
SCALE OF ENGLISH FEET
100
50
1/4
1/2
1000
500
0
1000
2000


ATKINSON
LEAYCRAFT
India Wharf
Barra's Ferry
Patent Slip
Lower Ferry
MITCHELL
GLENBURNIE COVE
POINT LEVI
EAST
GLISH FEET
1/2
3/4
1 Statute Mile
3000
4000
5000


EAST CEMETERY
MOUNTFORT
SUMNER STREET
STREET
MIDDLE STREET
STREET
INDIA
HANCOCK
Water Pipe from Reservoir to Engine House
FORE
Painter's
Carpenter's
Shed
Blacksmiths
ENGINE HOUSE
Wood Shed
Wood Shed
Offices
Waiting Rooms
Dining Hall
STATION
COMMERCIAL STREET


MONUMENT STREET
MOUNTFORT STREET
STREET
ADAMS STREET
WARREN STREET
WATERVILLE STREET
MOUNTFORT STREET
FORE
High Water Mark
Line of Filling August 1858
Wood Shed
Shed
PORTLAND CO
FORE
Low


P
STATION A
CRAND TRUNK RA
AT THEIR T
PORT
M
UNITE
WATERLOW & SONS
STREET
WATERVILLE
STREET
ST LAWRENCE
STREET
ATLANTIC
STREET
MUNJOY
PROMENADE
FORE STREET
COMPANY
High Water Mark
Water Mark

PLAN

of the

TION AND GROUNDS

of the

NK RAILWAY COMPANY

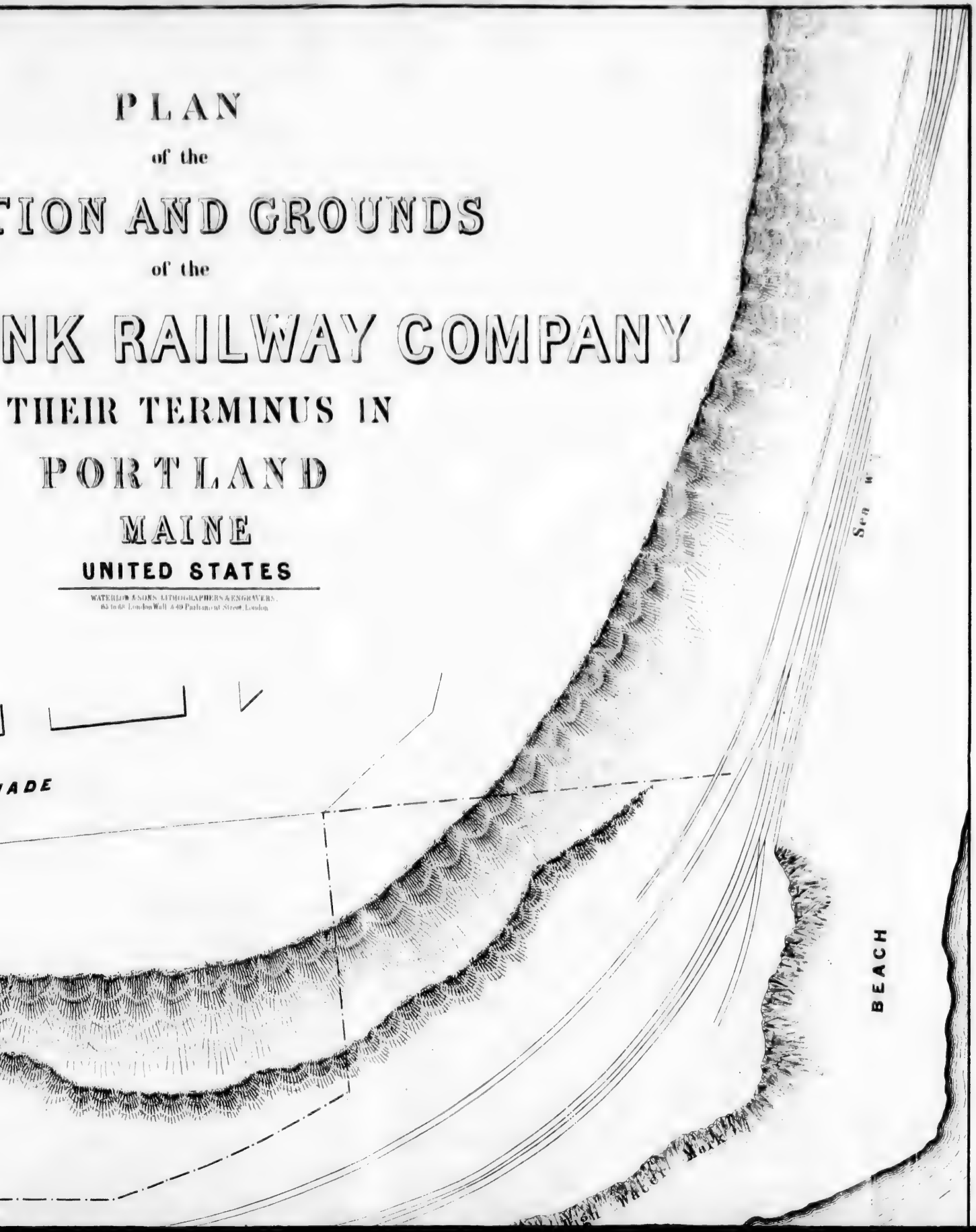
THEIR TERMINUS IN

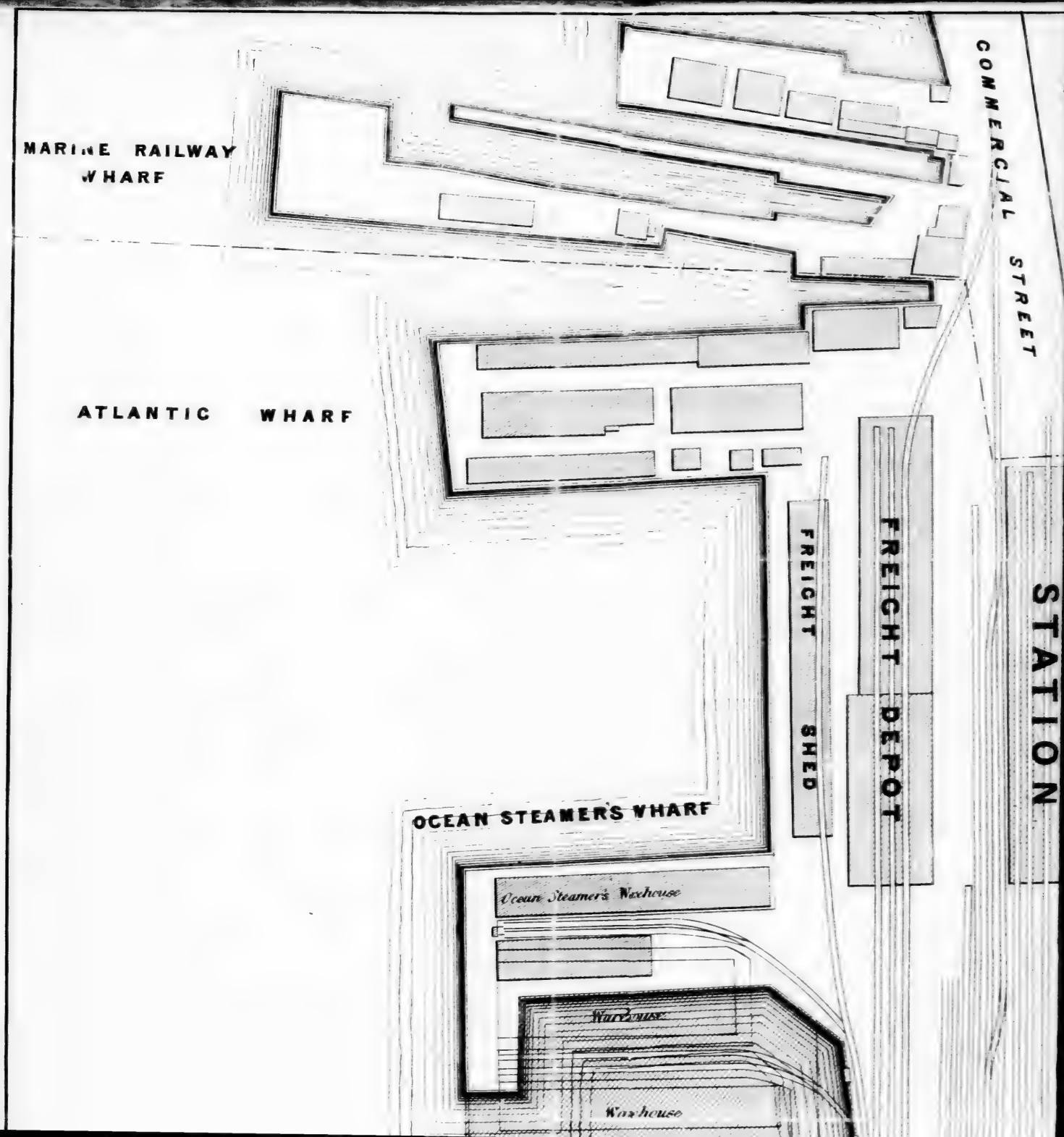
PORTLAND

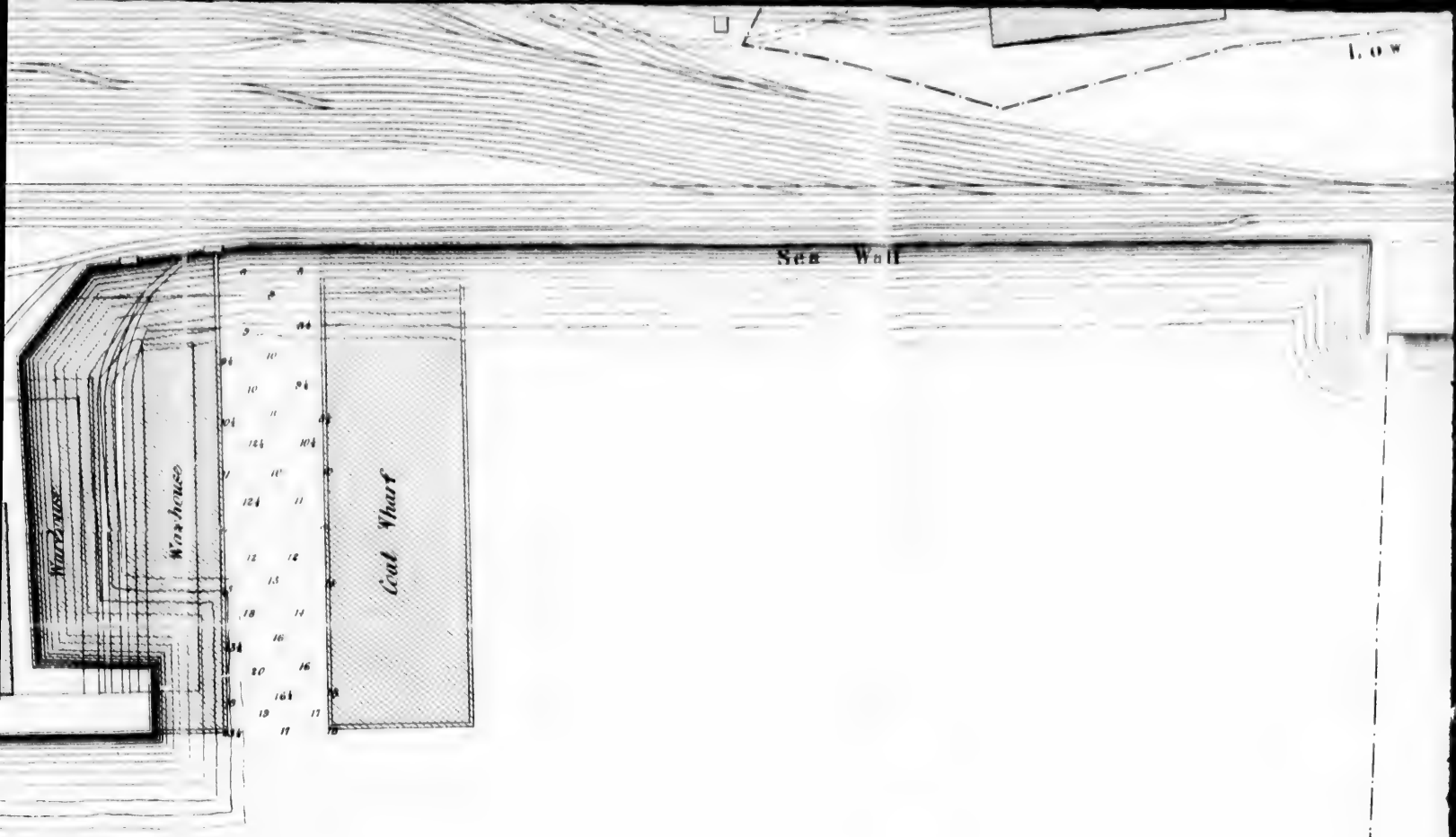
MAINE

UNITED STATES

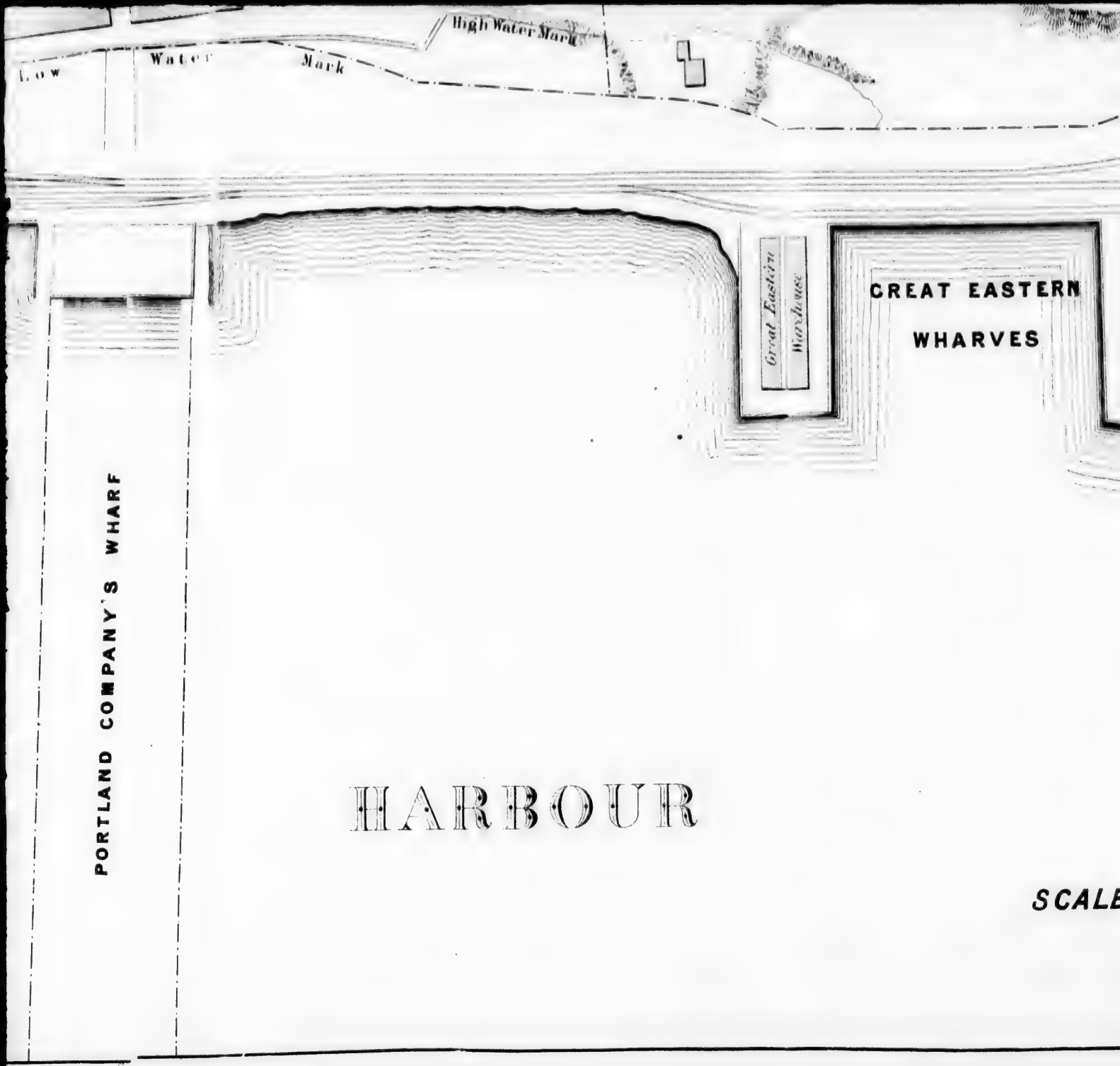
WATERLOW & SONS, LITHOGRAPHERS & ENGRAVERS,
65 to 68, London Wall & 49 Parliament Street, London




MARINE RAILWAY WHARF
ATLANTIC WHARF
COMMERCIAL STREET
FREIGHT SHED
FREIGHT DEPOT
STATION
OCEAN STEAMER'S WHARF
Ocean Steamer's Warehouse
Warehouse
Warehouse



PORTLAND


High Water Mark
Low Water Mark
Great Eastern Warehouse
GREAT EASTERN WHARVES
PORTLAND COMPANY'S WHARF
HARBOUR
SCALE

SCALE 100 FT TO THE INCH

E T

G . T . R

BROCKVILLE S

Scale 100 ft to One Incl

Waterlow & Sons, Lith London.

. R

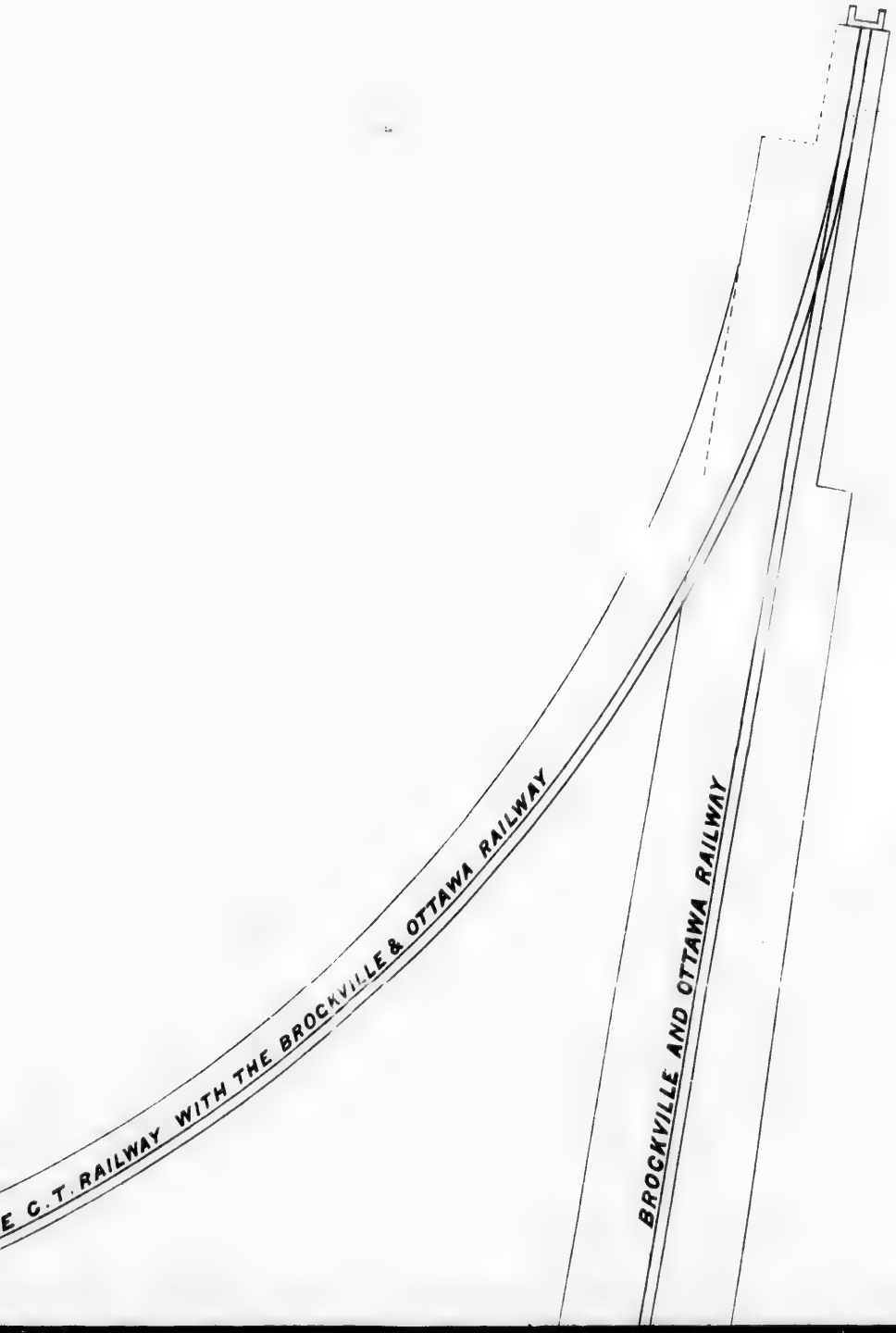
E STATION

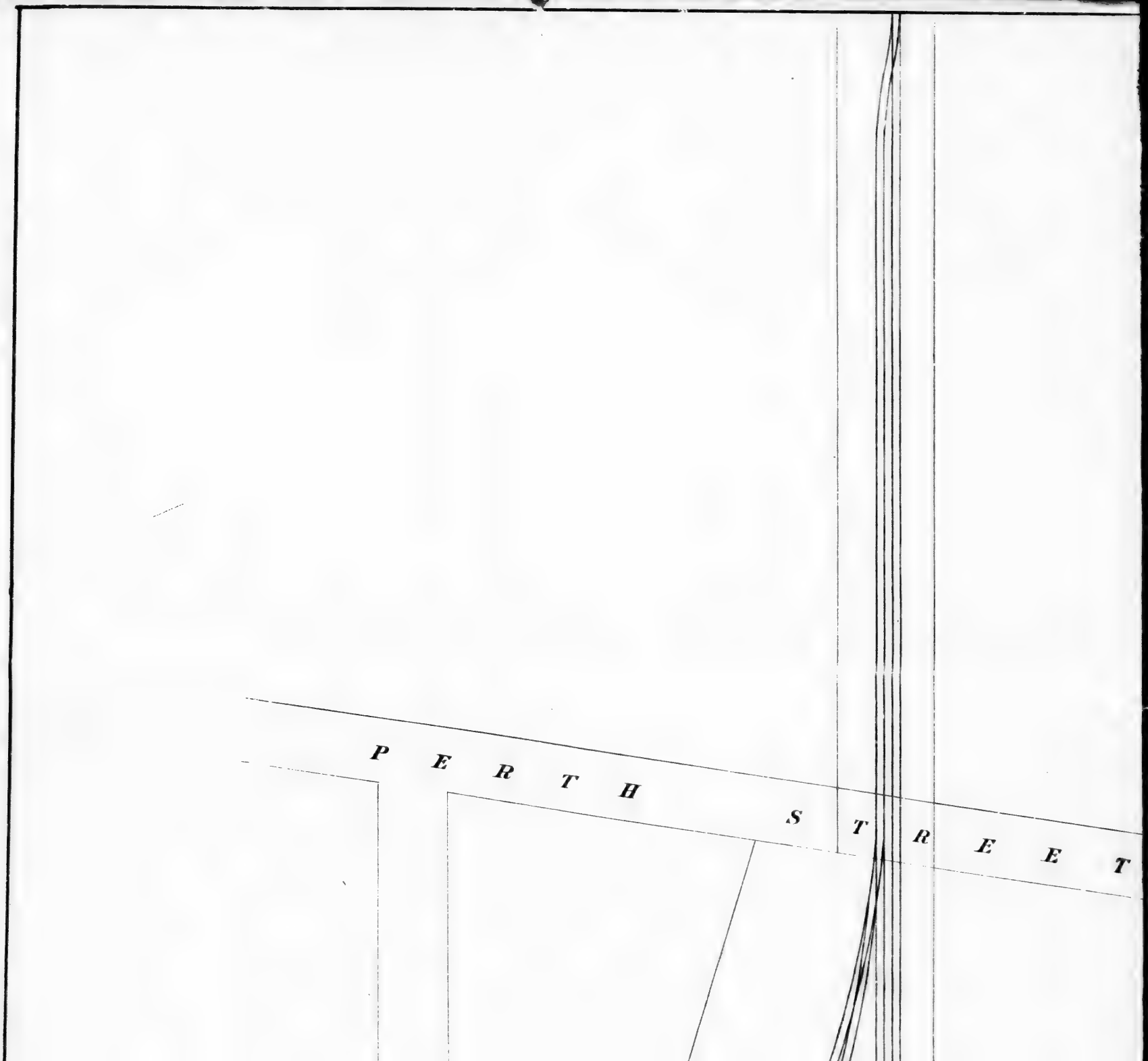
One Inch.

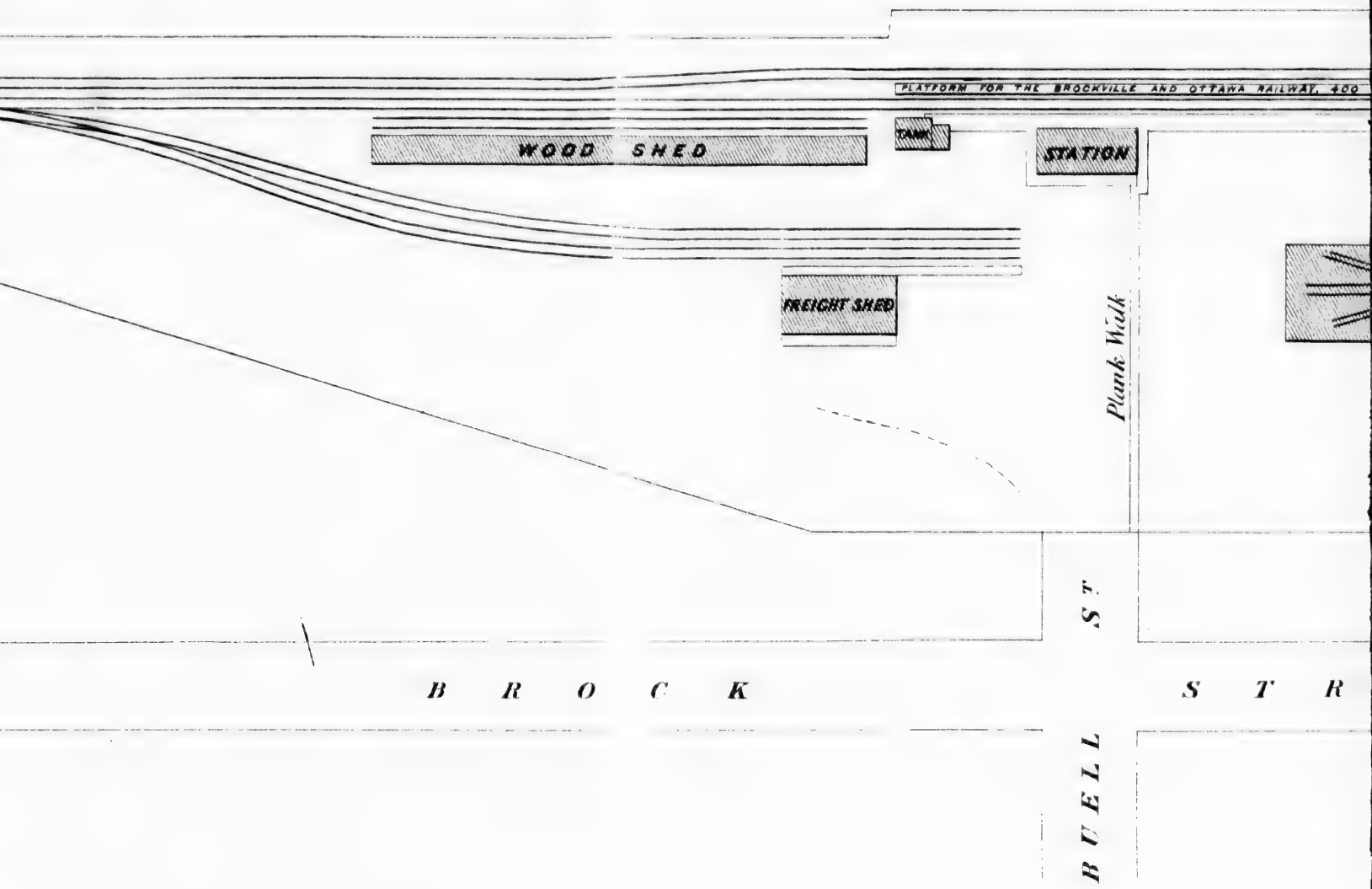
th London.

E T

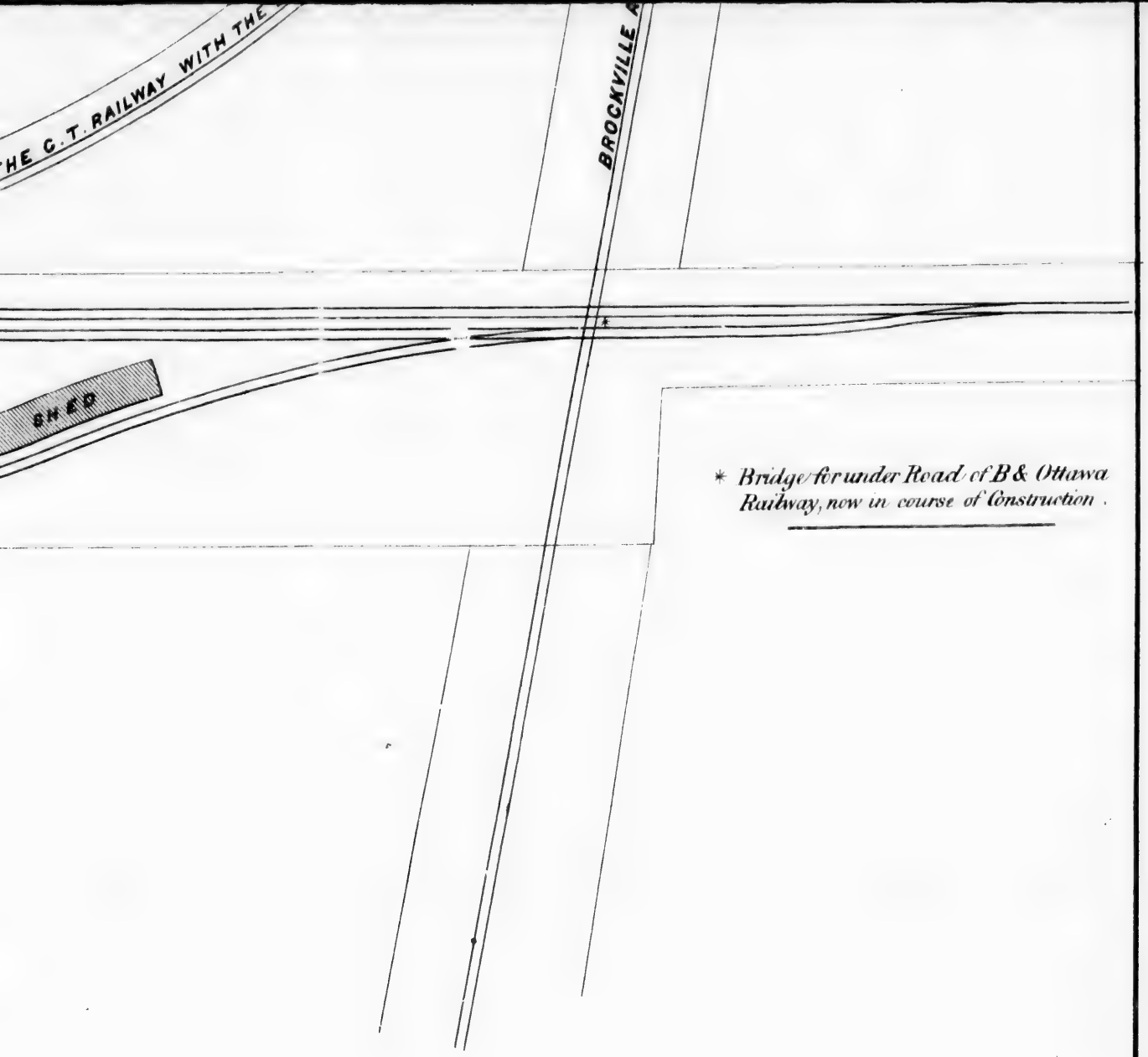
CONNECTION OF THE C.T. RAILWAY WIT


E C.T. RAILWAY WITH THE BROCKVILLE & OTTAWA RAILWAY
BROCKVILLE AND OTTAWA RAILWAY


PERTH STREET


PLATFORM FOR THE BROCKVILLE AND OTTAWA RAILWAY, 400
WOOD SHED
TANK
STATION
FREIGHT SHED
Plank Walk
BUELL ST
BROCK STR

CONNECTION OF THE G.T. RAILWAY W
VILLE AND OTTAWA RAILWAY, 400 FEET LONG
ON
ENGINE HOUSE
WOOD SHED
Plank Walk
S T R E E T
W I L L I A M
S T R E E T


HE C.T. RAILWAY WITH THE
BROCKVILLE
SHED
* Bridge for under Road of B & Ottawa Railway, now in course of Construction.

G. T. R.

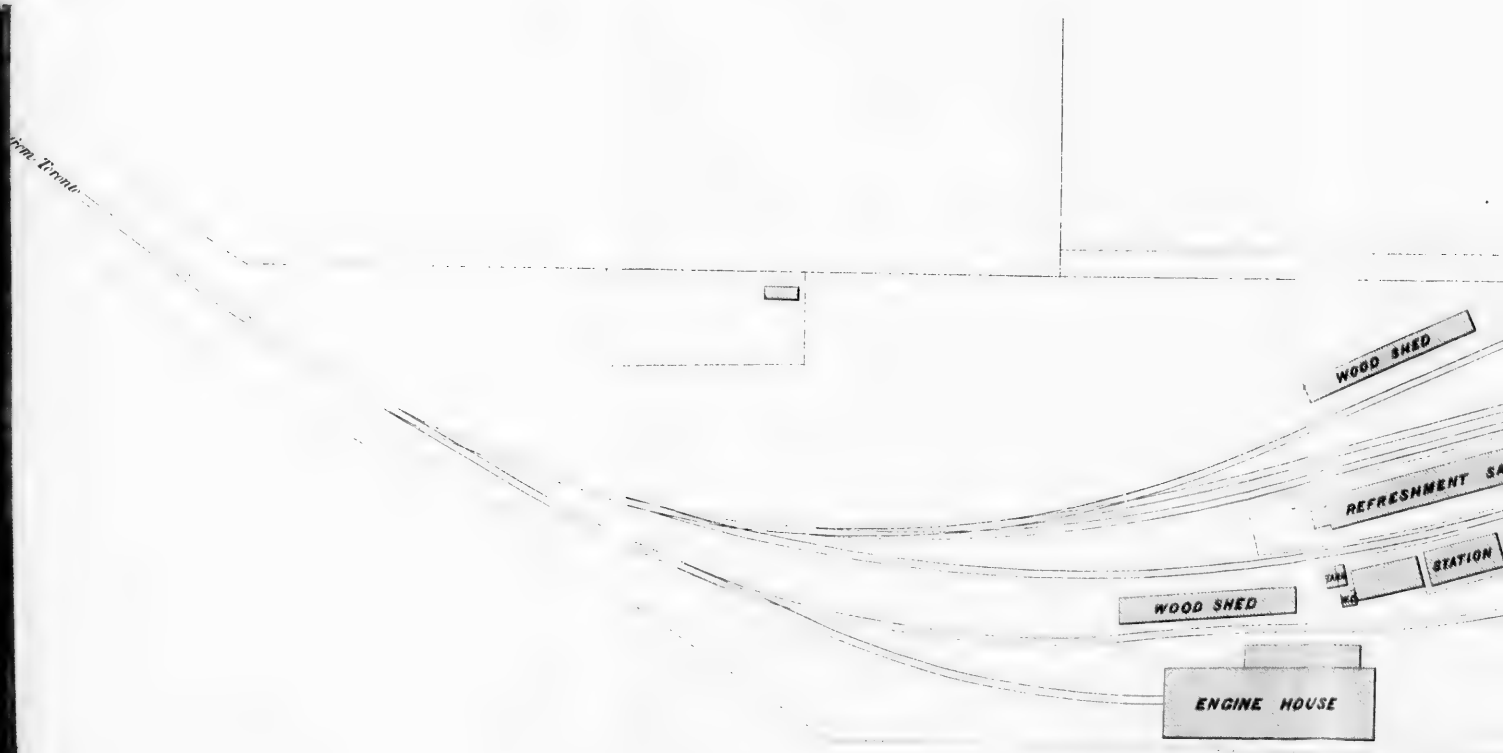
Plan

OF

KINGSTON STA

Scale 100 Feet to 1 Inch

Waterlow & Sons Lith London



G. T. R.

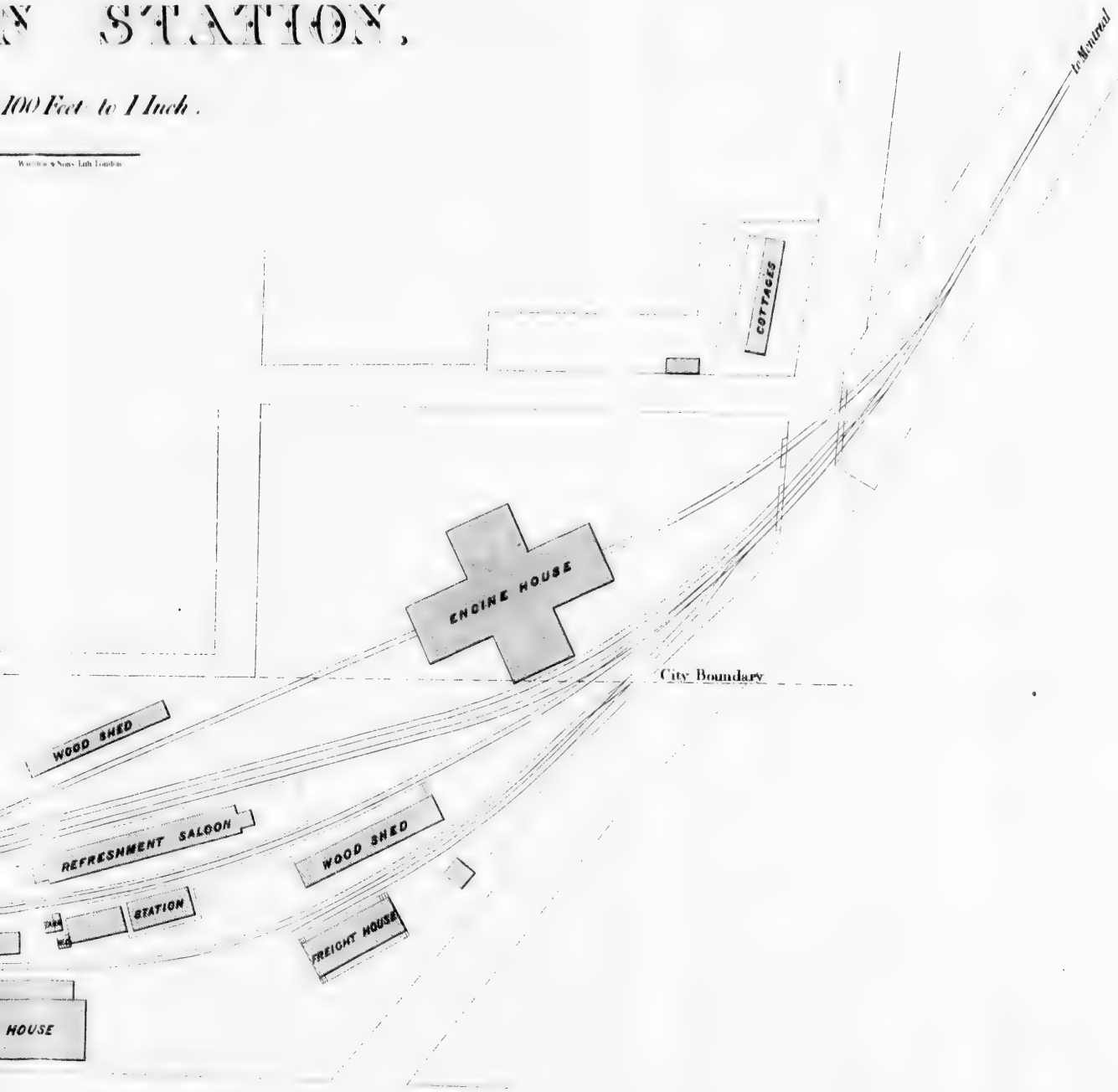
Plan

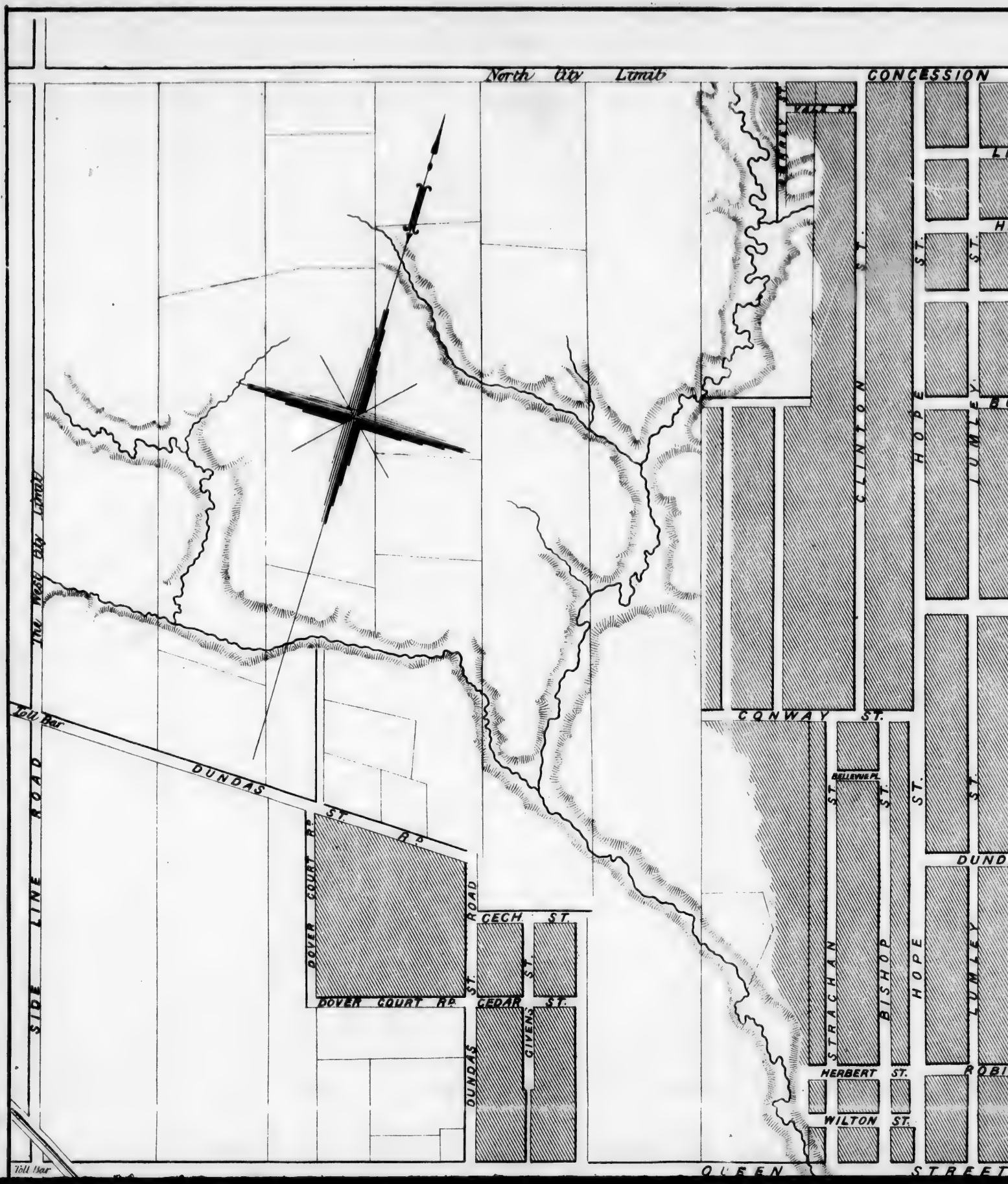
OF

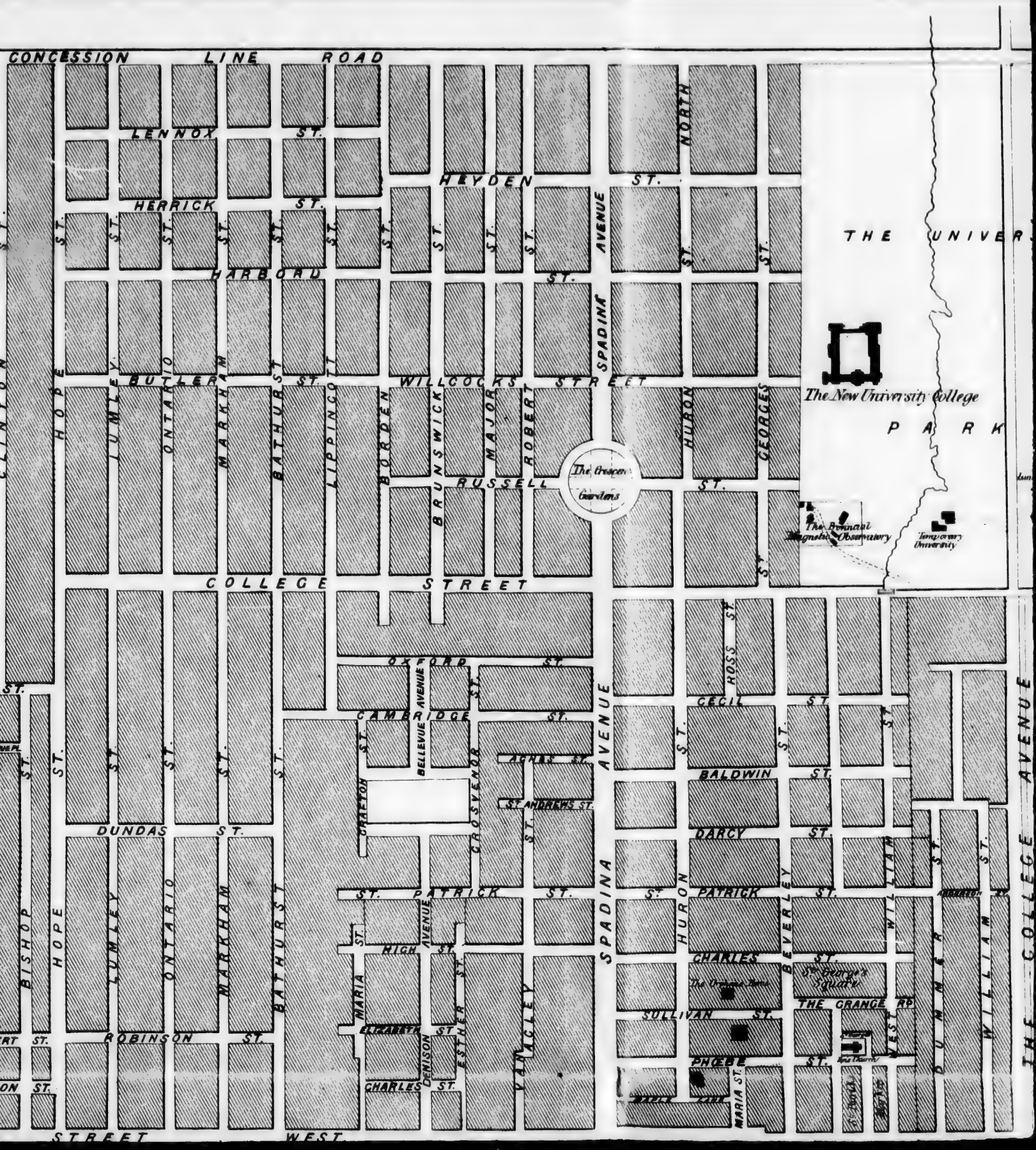
N STATION.

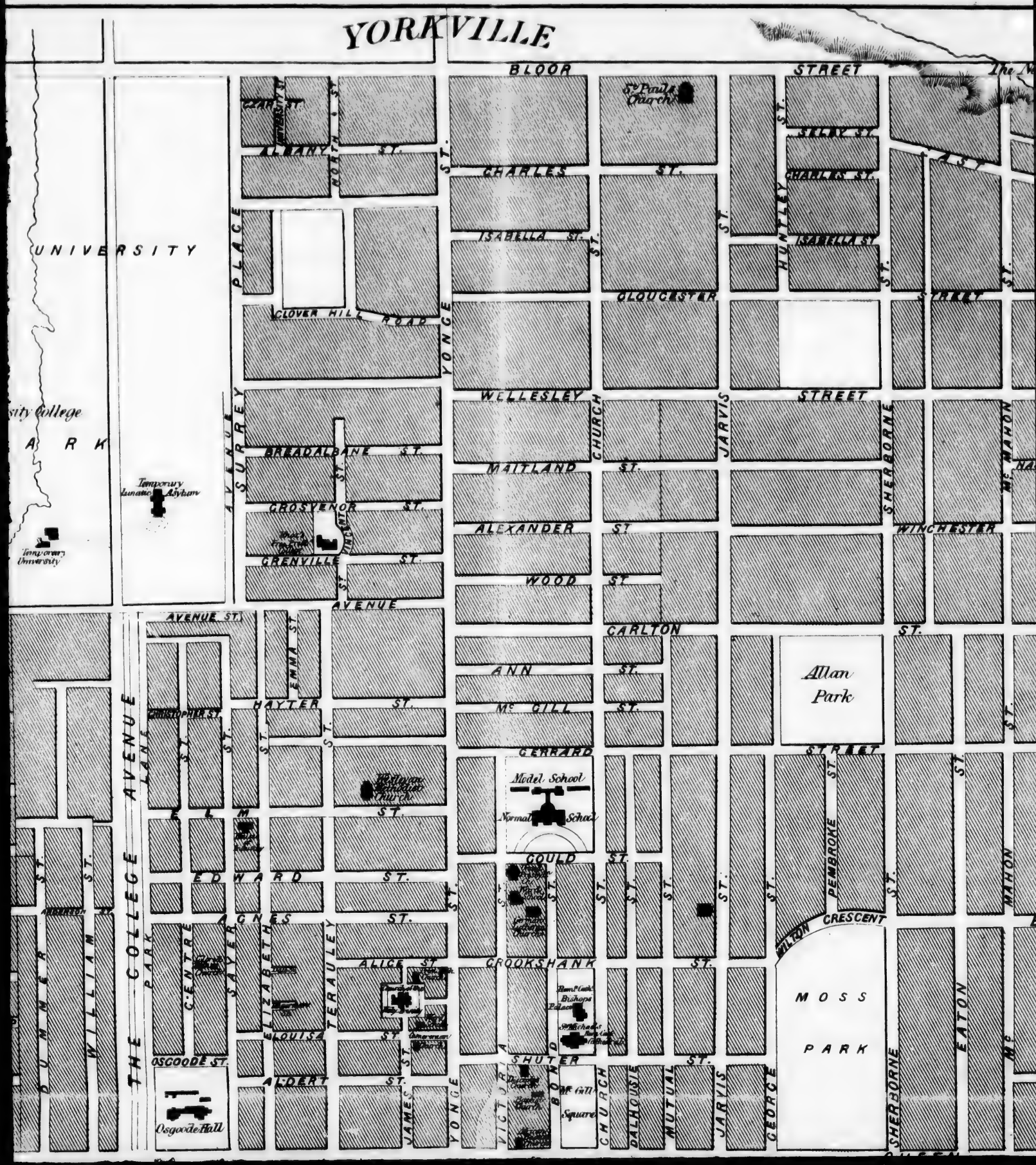
100 Feet to 1 Inch.

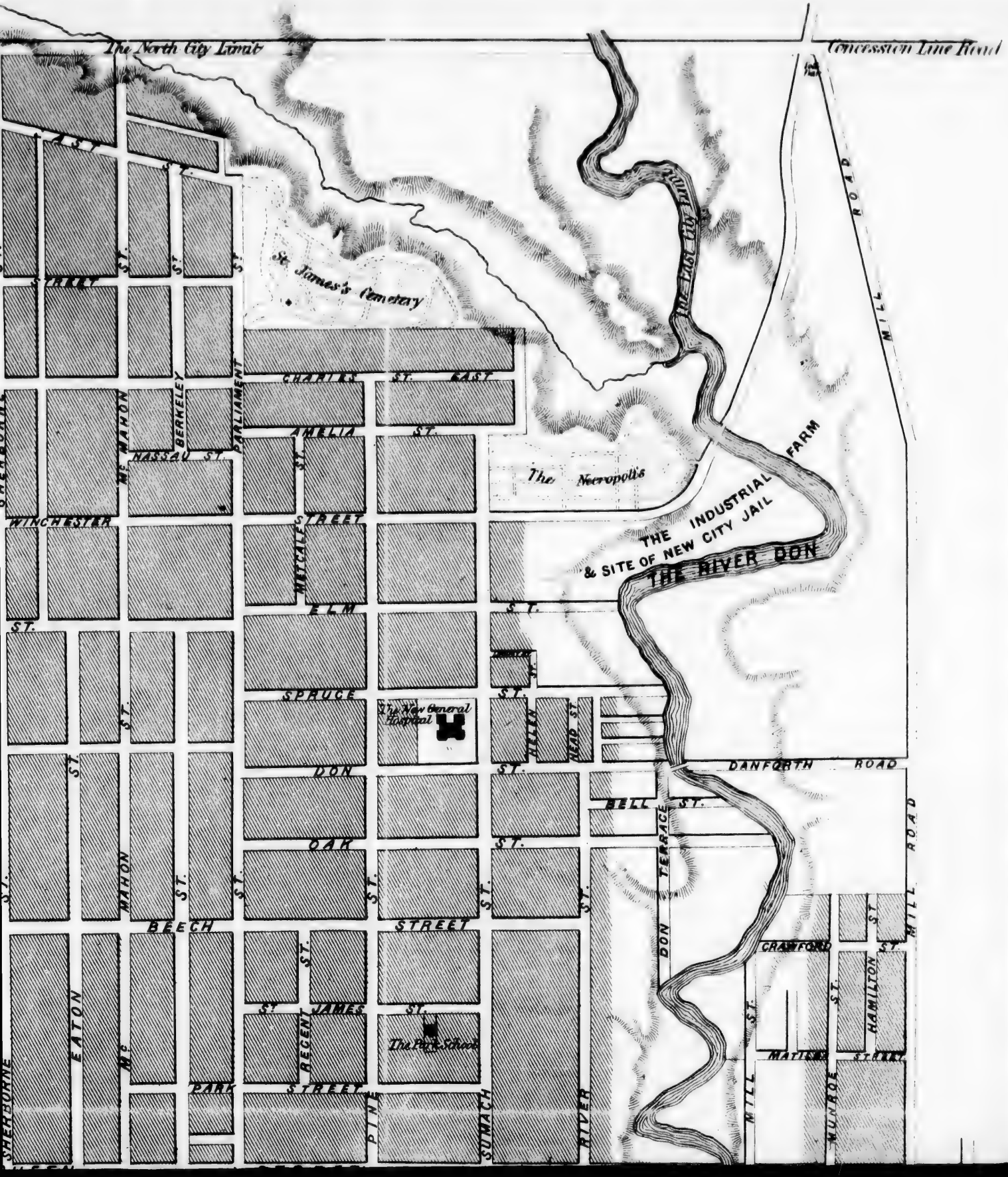
Waterlow & Sons Lith London




North City Limit
CONCESSION
YORK ST.
CLINTON ST.
HOPE ST.
LUNLEY ST.
CONWAY ST.
BELLEVUE PL.
STRACHAN ST.
BISHOP ST.
HOPE ST.
LUNLEY ST.
DUND
HERBERT ST.
ROBI
WILTON ST.
QUEEN STREET
The West City Limit
SIDE LINE ROAD
Toll Bar
DUNDAS ST. RD.
DOVER COURT RD.
DOVER COURT RD.
ROAD
CECH ST.
CEDAR ST.
GIVENS ST.
DUNDAS
Toll Bar

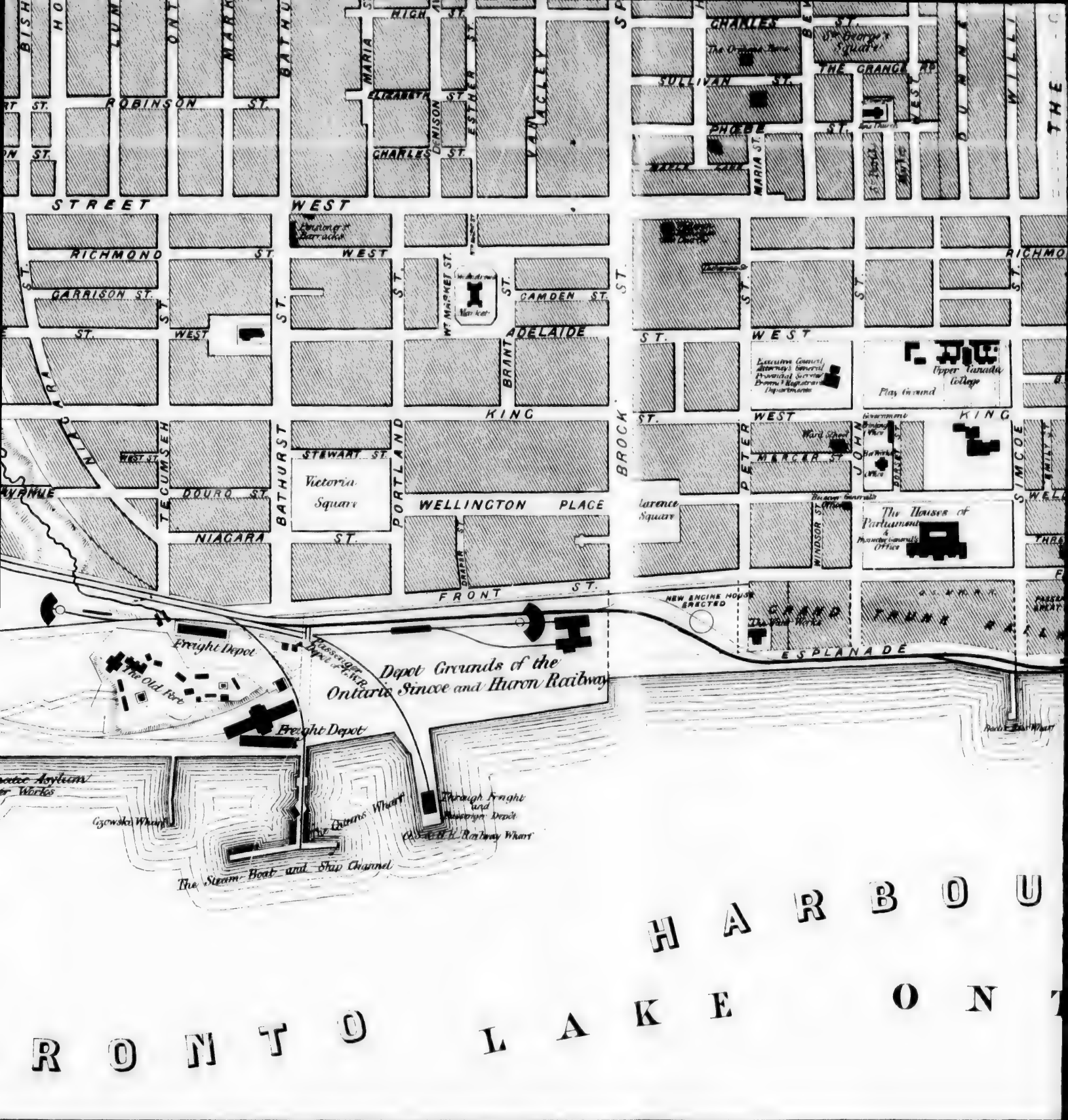

CONCESSION LINE ROAD
LENNOX ST.
HEYDEN ST.
HERRICK ST.
HARBORD ST.
BUTLER ST.
WILLCOCKS STREET
RUSSELL ST.
COLLEGE STREET
OXFORD ST.
CAMBRIDGE ST.
DUNDAS ST.
ST. PATRICK ST.
HIGH ST.
ROBINSON ST.
CHARLES ST.
CECIL ST.
BALDWIN ST.
DARCY ST.
CHARLES ST.
SULLIVAN ST.
PHŒBE ST.
THE GRANGE RD
THE UNIVER
PARK
The New University College
The Crescent Gardens
The Provincial Magnetic Observatory
Temporary University
SPADINA AVENUE
HURON ST.
NORTH
GEORGES
ROSS ST.
BEVERLEY ST.
WILLIAM ST.
DUMMER ST.
WEST
BISHOP ST.
HOPE ST.
LUMLEY ST.
ONTARIO ST.
MARKHAM ST.
BATHURST ST.
LIPPINCOTT ST.
BORDEN ST.
BRUNSWICK ST.
MAJOR ST.
ROBERT ST.
CRAFTON ST.
BELLEVUE AVENUE
CROSVENOR ST.
AGNES ST.
ST ANDREWS ST.
MARIA ST.
ELIZABETH ST.
DENISON AVENUE
ESTHER ST.
VAN ACLEY ST.
MARIA ST.
MAPLE LANE
St. George's Square
The Orphans Home
St. Paul's Market
THE COLLEGE AVENUE
STREET WEST


YORKVILLE
BLOOR STREET
St. Paul's Church
CZAR ST.
ALBANY ST.
NORTH ST.
CHARLES ST.
SELBY ST.
HUNTLEY ST.
ISABELLA ST.
GLOUCESTER STREET
CLOVER HILL ROAD
YONGE ST.
UNIVERSITY
PARK
Temporary Lunatic Asylum
Temporary University
PLACE
SURREY AVENUE
BREADALBANE ST.
GROSVENOR ST.
GRENVILLE ST.
WELLESLEY STREET
CHURCH ST.
JARVIS ST.
SHERBORNE ST.
MAITLAND ST.
ALEXANDER ST.
WINCHESTER
WOOD ST.
CARLTON ST.
ANN ST.
Mc GILL ST.
Allan Park
GERRARD STREET
Model School
Normal School
GOULD ST.
AVENUE ST.
EMMA ST.
HAYTER ST.
CHRISTOPHER ST.
ELM ST.
EDWARD ST.
AGNES ST.
ALICE ST.
LOUISA ST.
ALBERT ST.
OSGOODE ST.
Osgoode Hall
THE COLLEGE AVENUE
WILLIAM ST.
SUMMER ST.
CENTRE ST.
SAYER ST.
ELIZABETH ST.
TERAULEY ST.
JAMES ST.
YONGE ST.
VICTORIA ST.
BOND ST.
CROOKSHANK ST.
SHUTER ST.
Bishop's Palace
St. Michael's Cathedral
Mc Gill Square
CHURCH ST.
DALHOUSIE ST.
MUTUAL ST.
JARVIS ST.
GEORGE ST.
PEMBROKE ST.
WILTON CRESCENT
MOSS PARK
SHERBORNE ST.
EATON ST.
Mc MAHON ST.

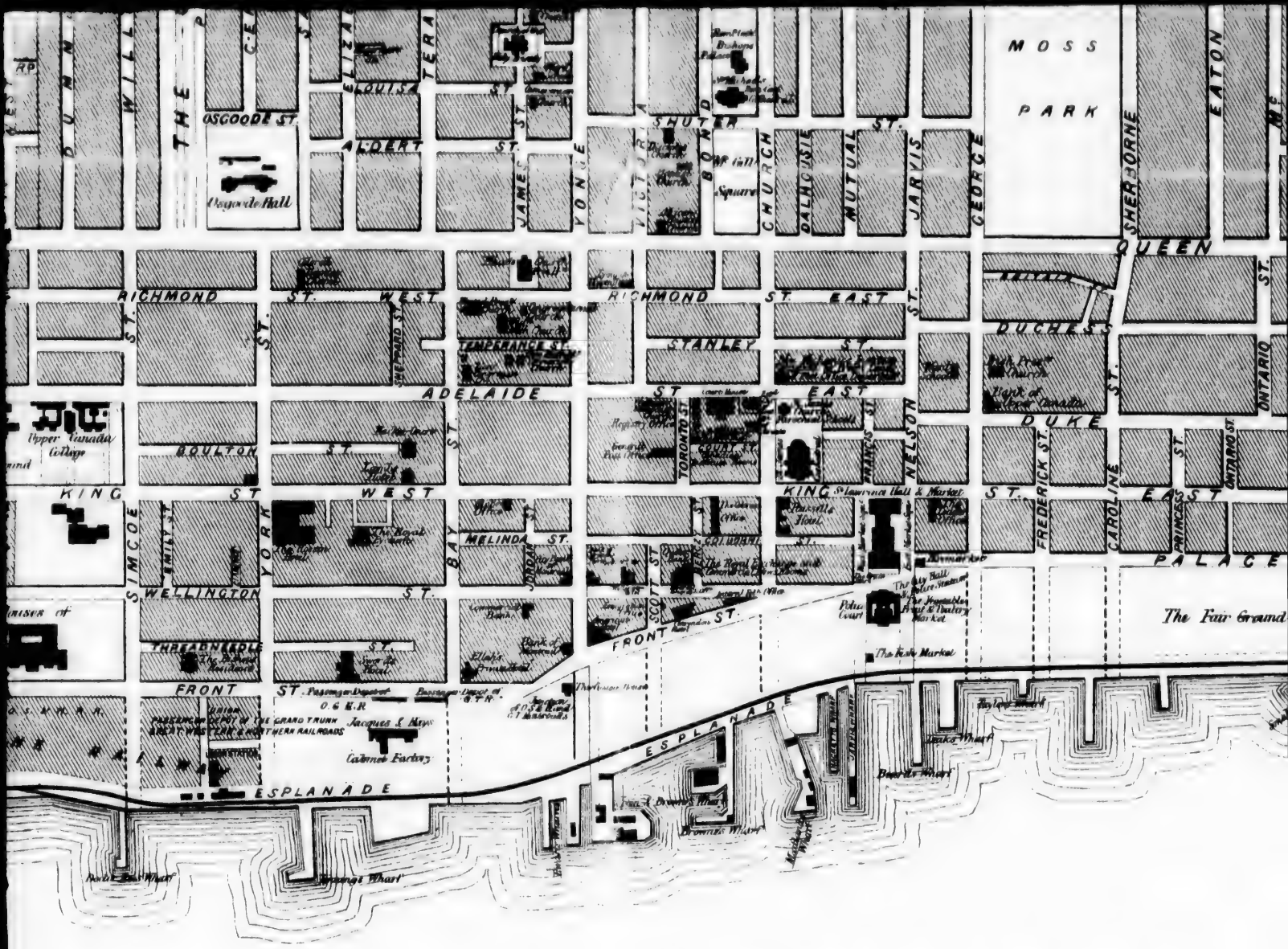


The North City Limit
Concession Line Road
St. James's Cemetery
The East City Limit
MILL ROAD
CHARLES ST. EAST
AMELIA ST.
NASSAU ST.
BERKELEY
PARLIAMENT
McMAHON
WINCHESTER
STREET
METCALF ST.
The Necropolis
THE INDUSTRIAL FARM
& SITE OF NEW CITY JAIL
THE RIVER DON
ELM ST.
SPRUCE ST.
The New General Hospital
HELEN ST.
HEAD ST.
DON ST.
DANFORTH ROAD
BELL ST.
OAK ST.
DON TERRACE
BEECH STREET
CRAWFORD ST.
HAMILTON ST.
MATILDA STREET
ST. JAMES ST.
The Park School
RECENT ST.
PARK STREET
EATON
McMAHON
SHERBOURNE
PINE
SUMACH
RIVER
MILL ST.
MUNROE ST.

DOVER COURT RD.
CEDAR ST.
DUNDAS ST.
GIVENS ST.
HERBERT ST.
WILTON ST.
Toll Bar
QUEEN STREET
RICHMOND
The Provincial Lunatic Asylum
CLIFFORD ST.
GARRISON ST.
ADELAIDE ST.
AVENUE
STRACHAN
STAFFORD ST.
The Ontario Simcoe and Huron Railway
KING ST. WEST
WELLINGTON AVENUE
The Grand Trunk Railway
THE GARRISON RESERVE
The Hamilton and Toronto or Great Western Railway
Fuel Yard
Lunatic Asylum Water Works
THE GARRISON ROAD
The New Garrison
The Garrison Wharf
TORO



HIGH ST.
CHARLES ST.
St. George's Square
THE GRANGE RD.
SULLIVAN ST.
PHOEBE ST.
ROBINSON ST.
ELIZABETH ST.
CHARLES ST.
DENISON
ESTHER ST.
VANACLEY
MARIA ST.
STREET WEST
RICHMOND ST. WEST
GARRISON ST.
CAMDEN ST.
ADELAIDE ST. WEST
BRANT
KING ST. WEST
Upper Canada College
Play Ground
Ward School
MERCER ST.
JOHN
SIMCOE
STEWART ST.
Victoria Square
DOURO ST.
WELLINGTON PLACE
NIAGARA ST.
TECUMSEH
BATHURST
PORTLAND
BROCK ST.
PETER
WINDSOR ST.
The Houses of Parliament & Promoter General's Office
FRONT ST.
NEW ENGINE HOUSE ERECTED
GRAND TRUNK RAILWAY
ESPLANADE
Freight Depot
The Old Fort
Depot Grounds of the Ontario Simcoe and Huron Railway
Freight Depot
Through Freight and Passenger Depot
The Steam Boat and Ship Channel
HARBOU
RONTO LAKE ONT



TORONTO,

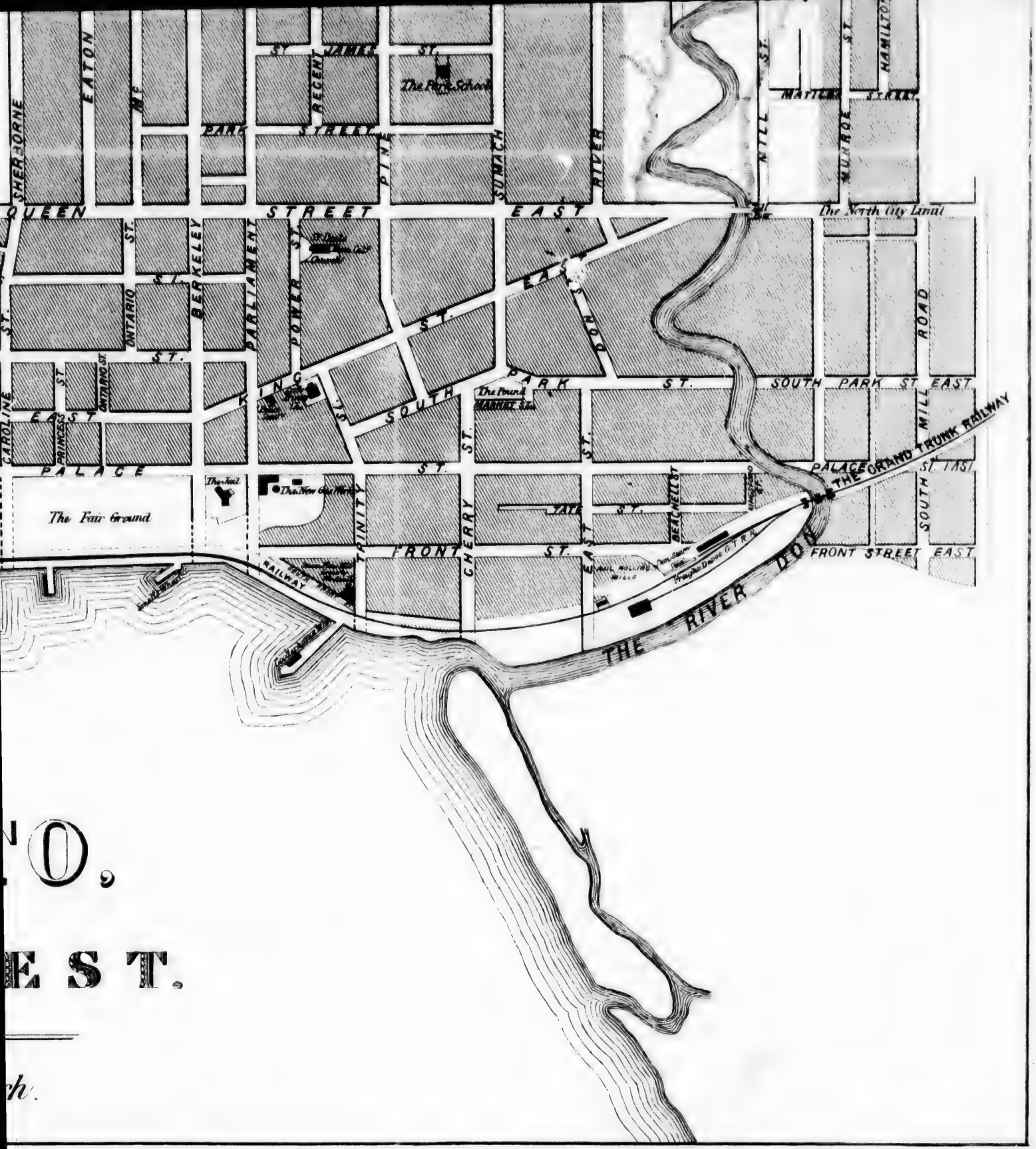
O U R

CANADA WEST

N T A R I O

Scale 12 Chains to an Inch.

Waterlow & Sons. Lith. London.



SHERBORNE
EATON
McL
ST. JAMES ST.
RECENT
The Park School
PARK STREET
PINE
SUMACH
RIVER
MILL ST.
MATILDA STREET
MUNROE ST.
HAMILTON
QUEEN STREET EAST
The North City Limit
ST.
BERKELEY
PARLIAMENT
POWER ST.
ONTARIO ST.
ST.
EAST
DON ST.
ROAD
KING
SOUTH PARK ST.
SOUTH PARK ST. EAST
The Pound
MARKET ST.
CAROLINE ST.
PRINCESS ST.
ONTARIO ST.
EAST
PALACE ST.
PALACE ST. EAST
THE GRAND TRUNK RAILWAY
SOUTH MILL
The Jail
The New Gas Works
The Fair Ground
TRINITY ST.
CHERRY ST.
TATE ST.
BEACHELL ST.
FRONT ST.
FRONT STREET EAST
RAILWAY
THE RIVER DON

NO,

EST.

ch.

COBOURG STA

TOWNSHIP OF HAMILT

Scale 100f to an Inch

Waterlow & Sons Lith London

Boundary of the Gra

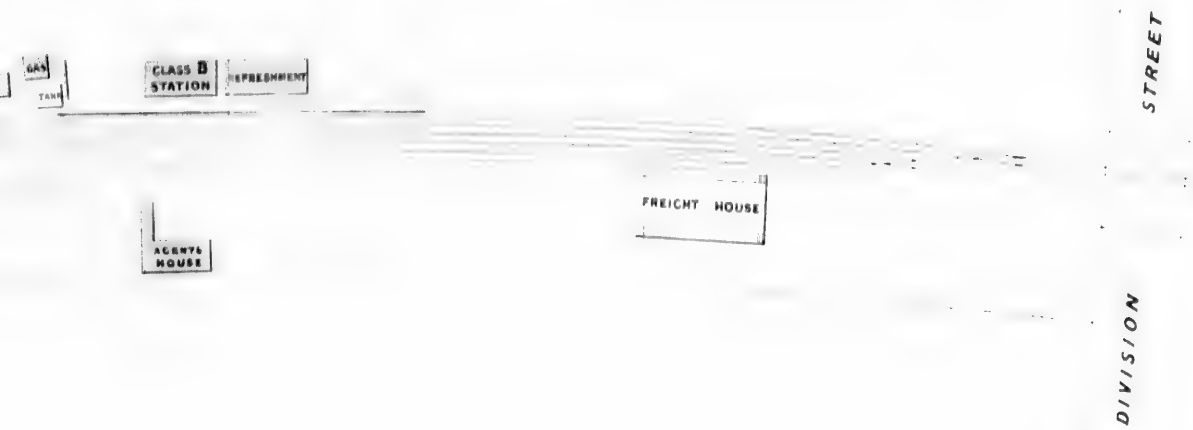
RG STATION.

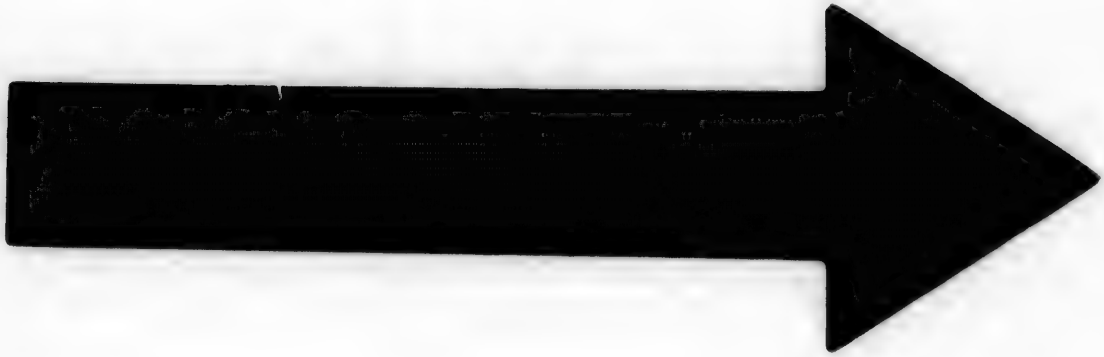
HIP OF HAMILTON.

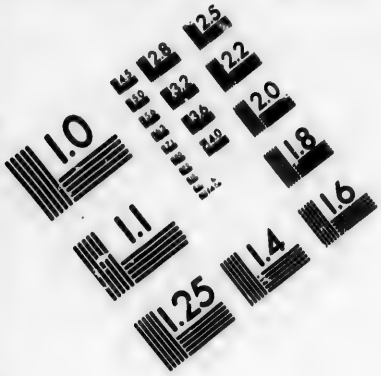
100f to an Inch

Waterlow & Sons Lith London

undary of the Grand Trunk Railway Company's Property







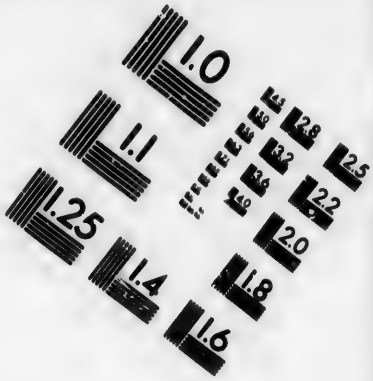
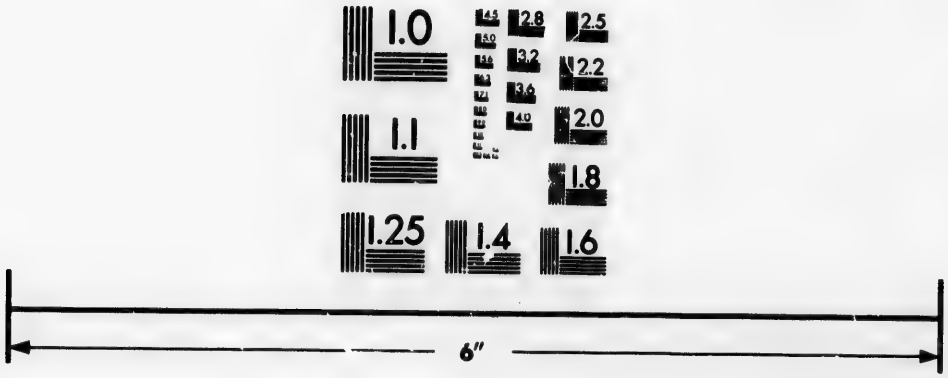
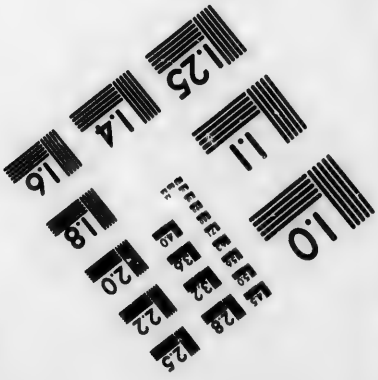


IMAGE EVALUATION
TEST TARGET (MT-3)

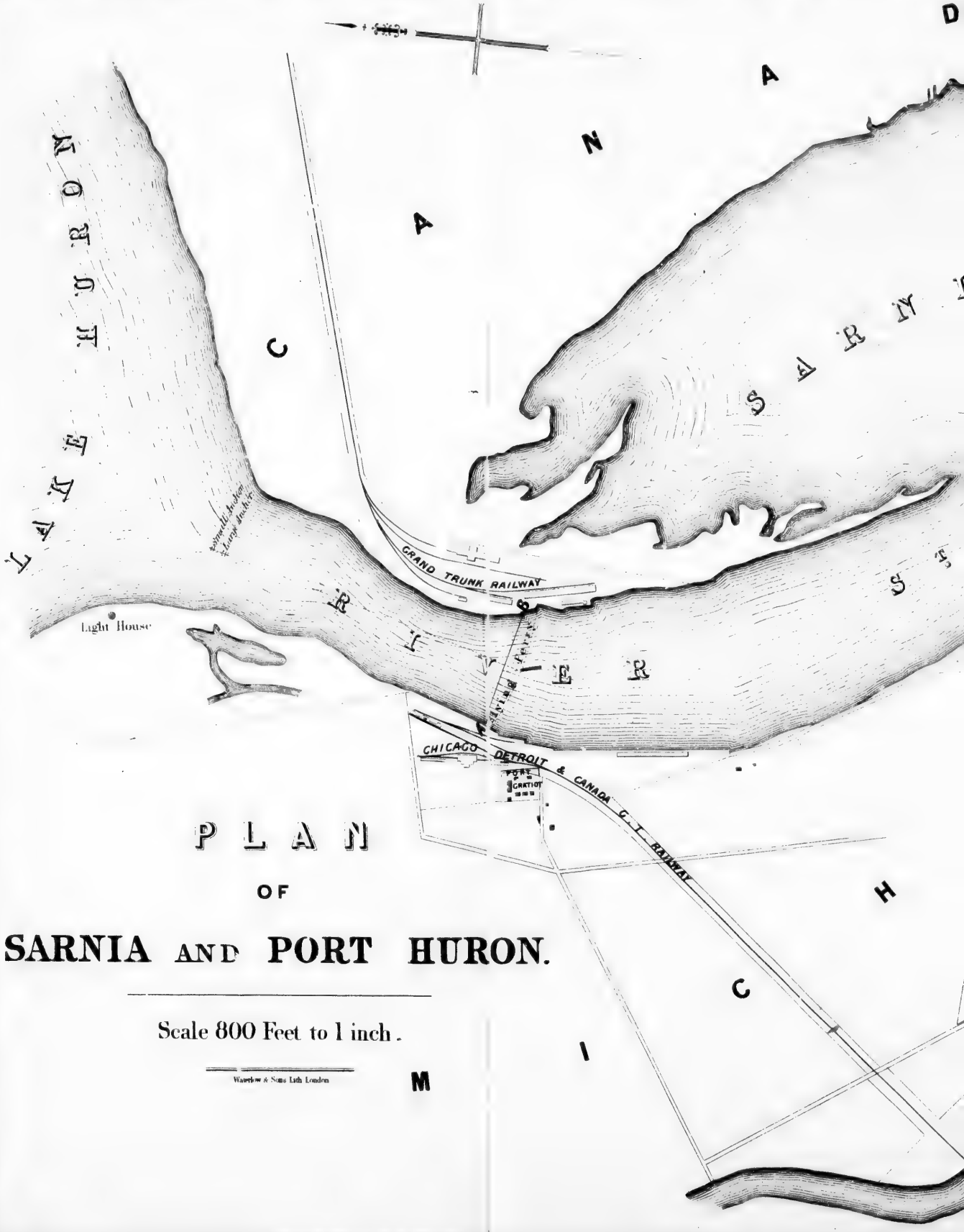




Photographic
Sciences
Corporation

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

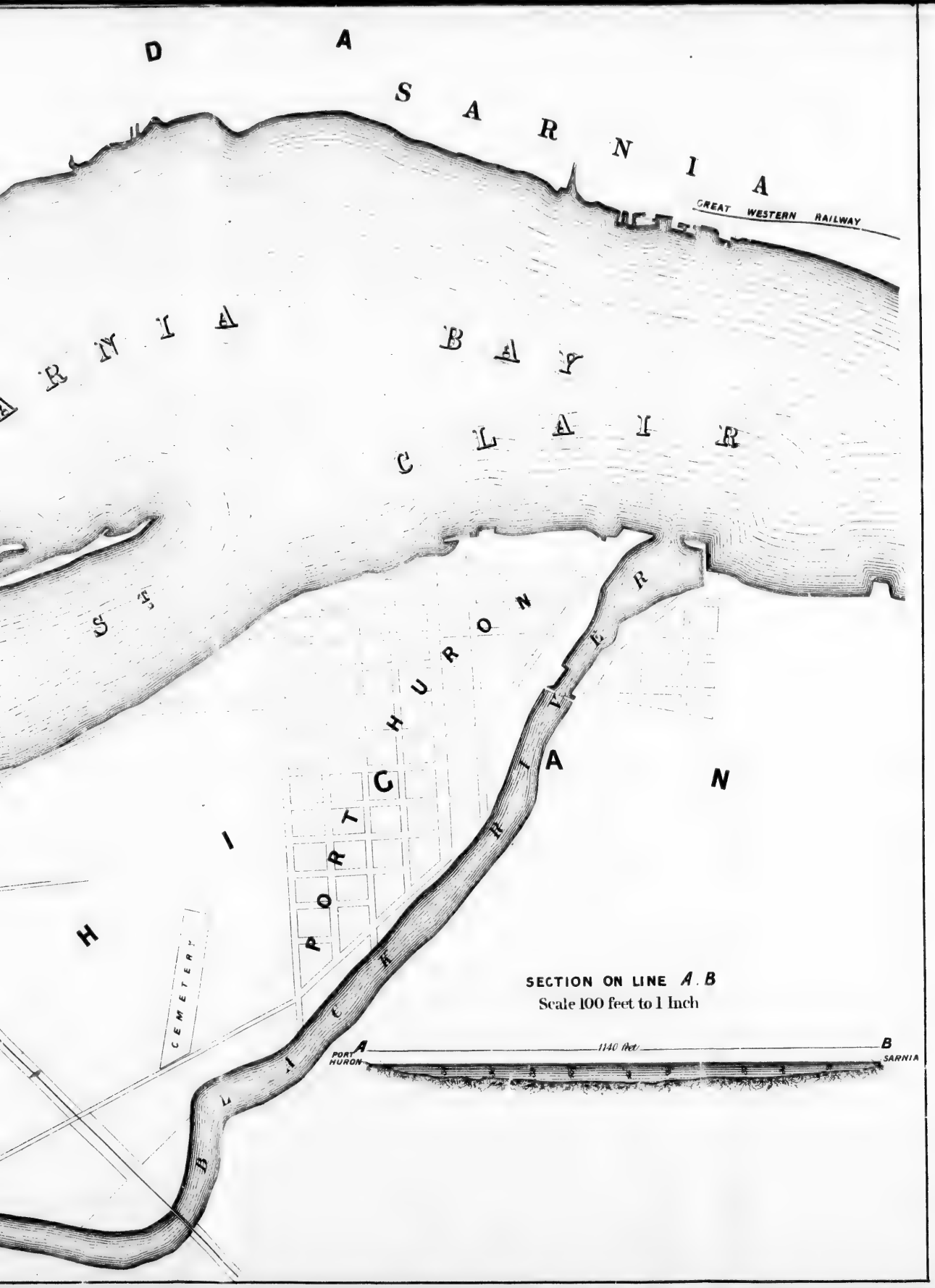
2.8
2.5
3.2
2.2
2.0
1.0



PLAN OF SARNIA AND PORT HURON.

Scale 800 Feet to 1 inch.

Waterlow & Sons Lith London


D A
S A R N I A
GREAT WESTERN RAILWAY
A R N I A
B A Y
C L A I R
S T
H I
P O R T
H U R O N
A N
B L A C K R I V E R
CEMETERY
SECTION ON LINE A.B
Scale 100 feet to 1 Inch
A
1140 feet
B
PORT HURON
SARNIA

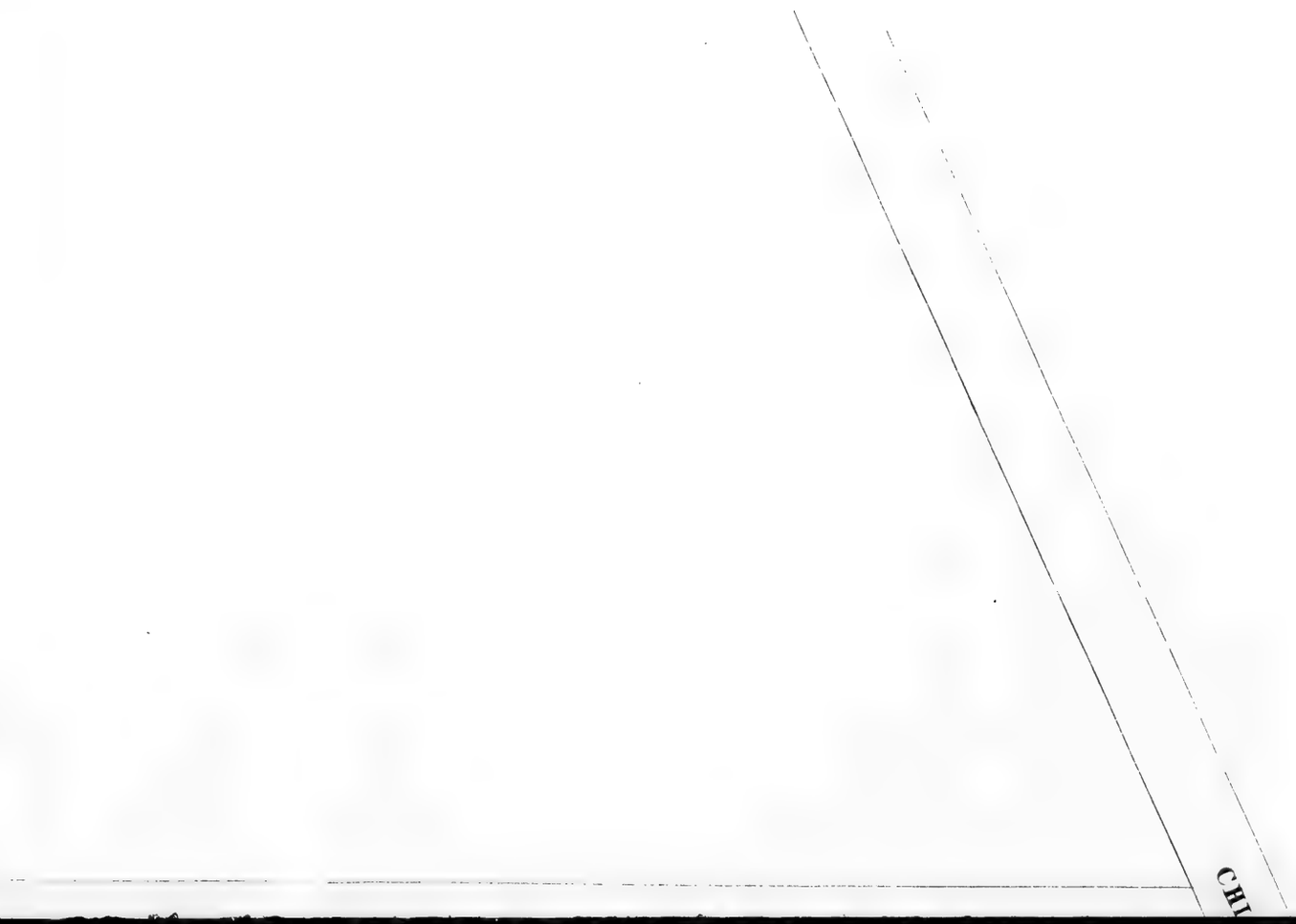
From Chicago

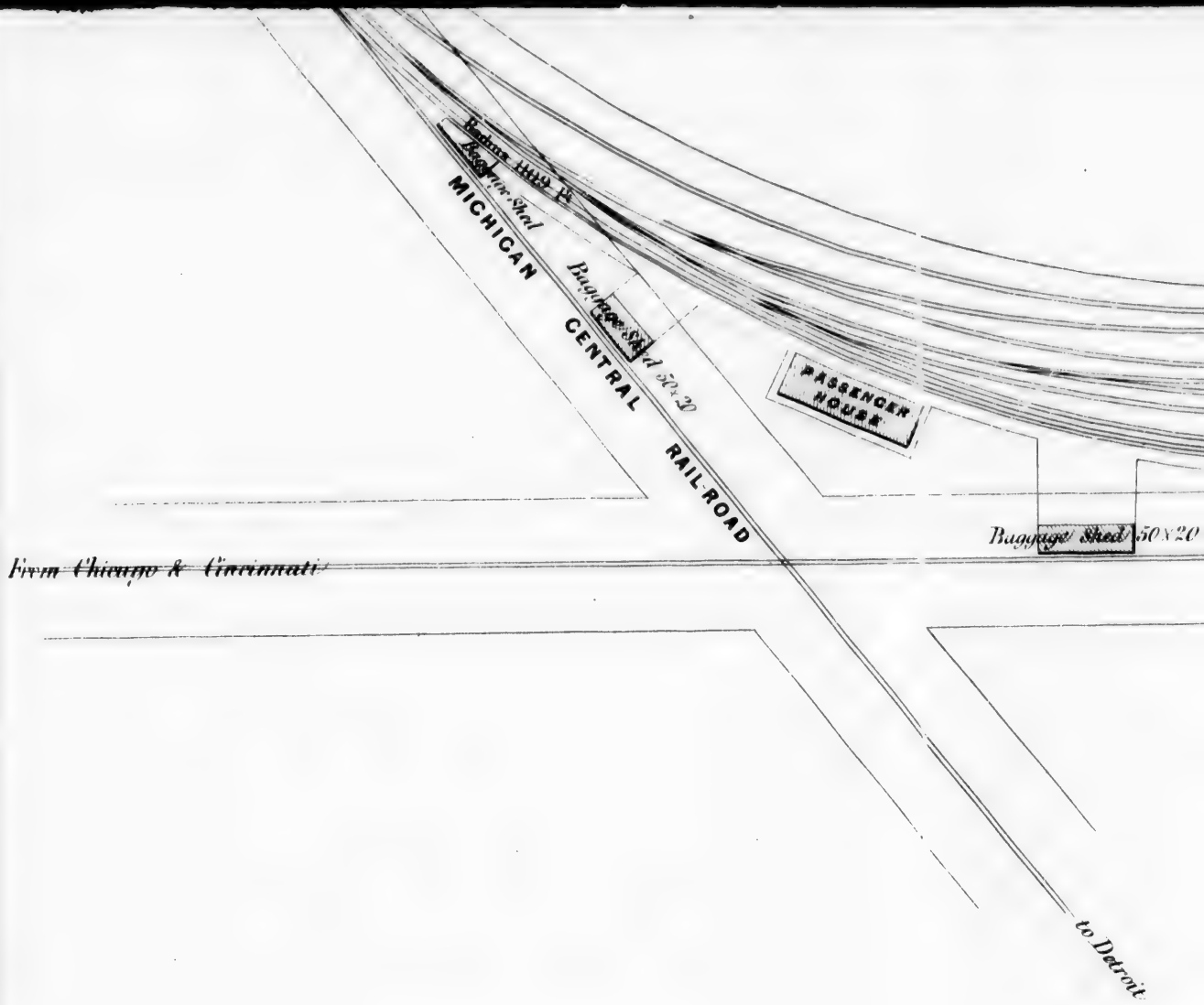
PLAN
of
DEPÔT GROUNDS
DETROIT.

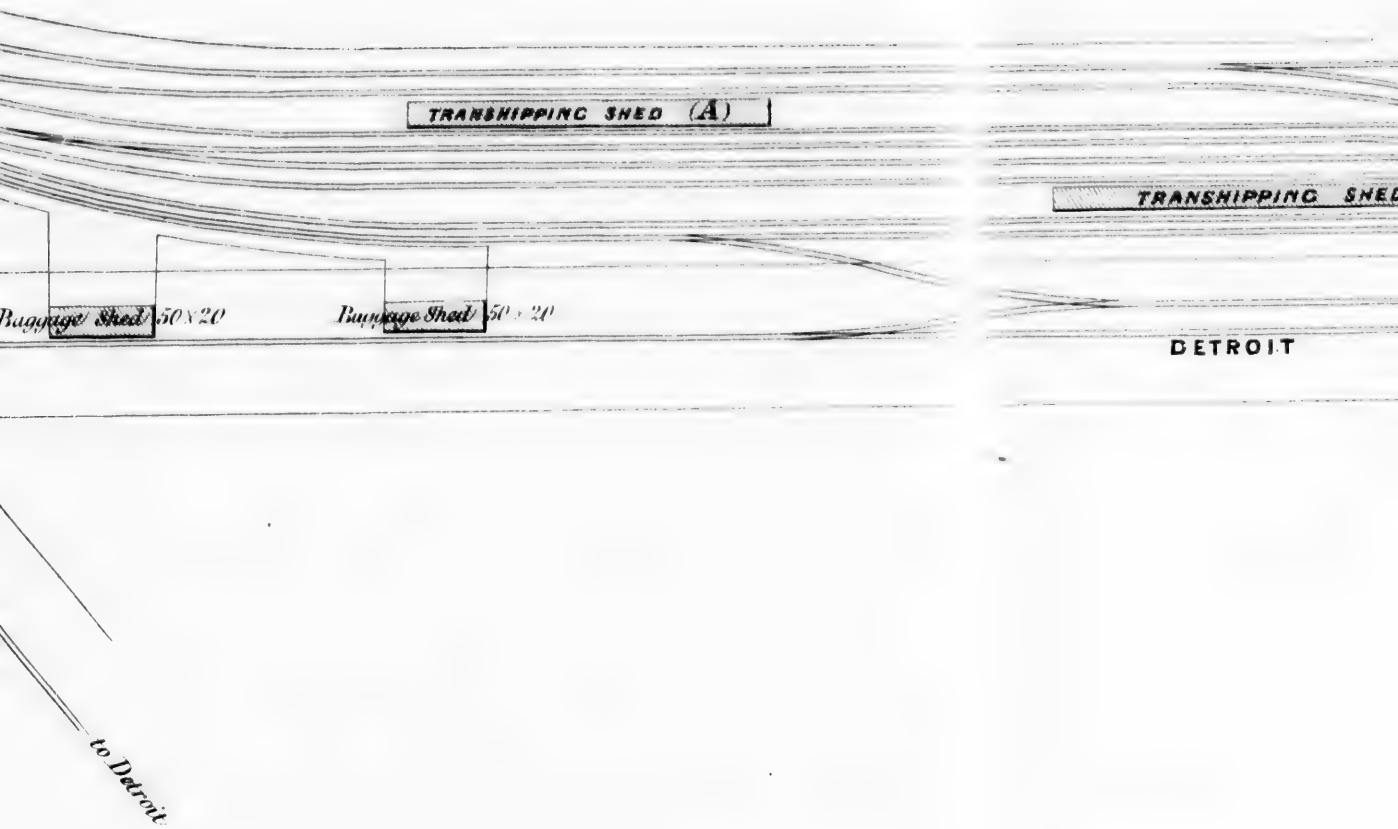
Scale, 150 ft. to 1 Inch.

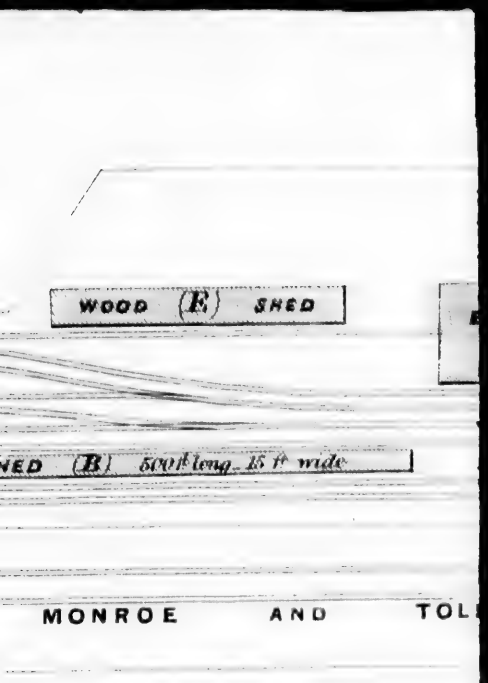
Waterlow & Sons Lith. London

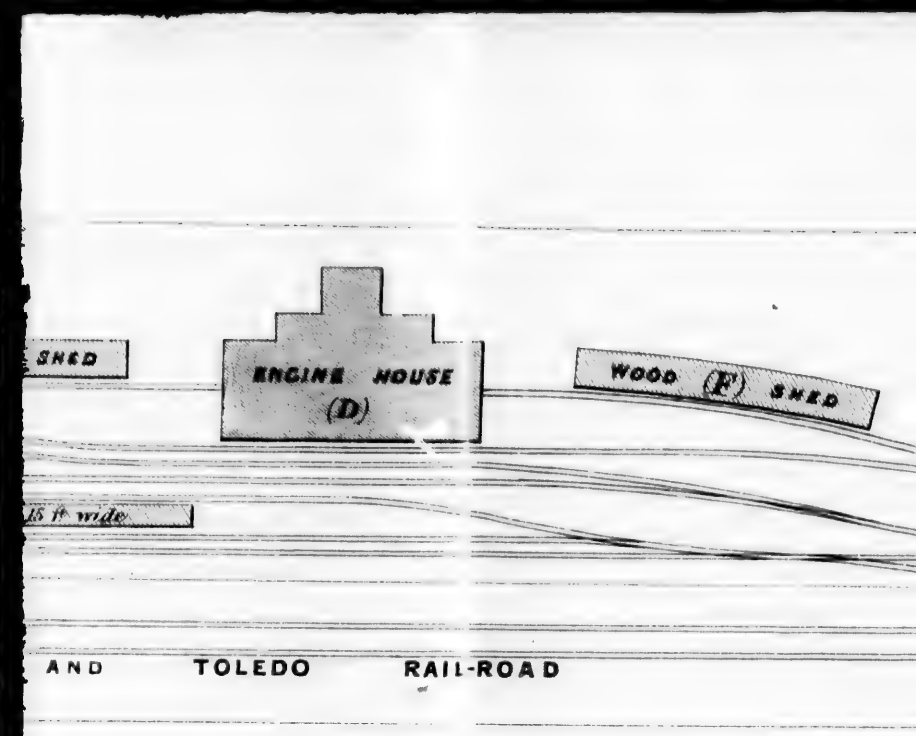
TDS

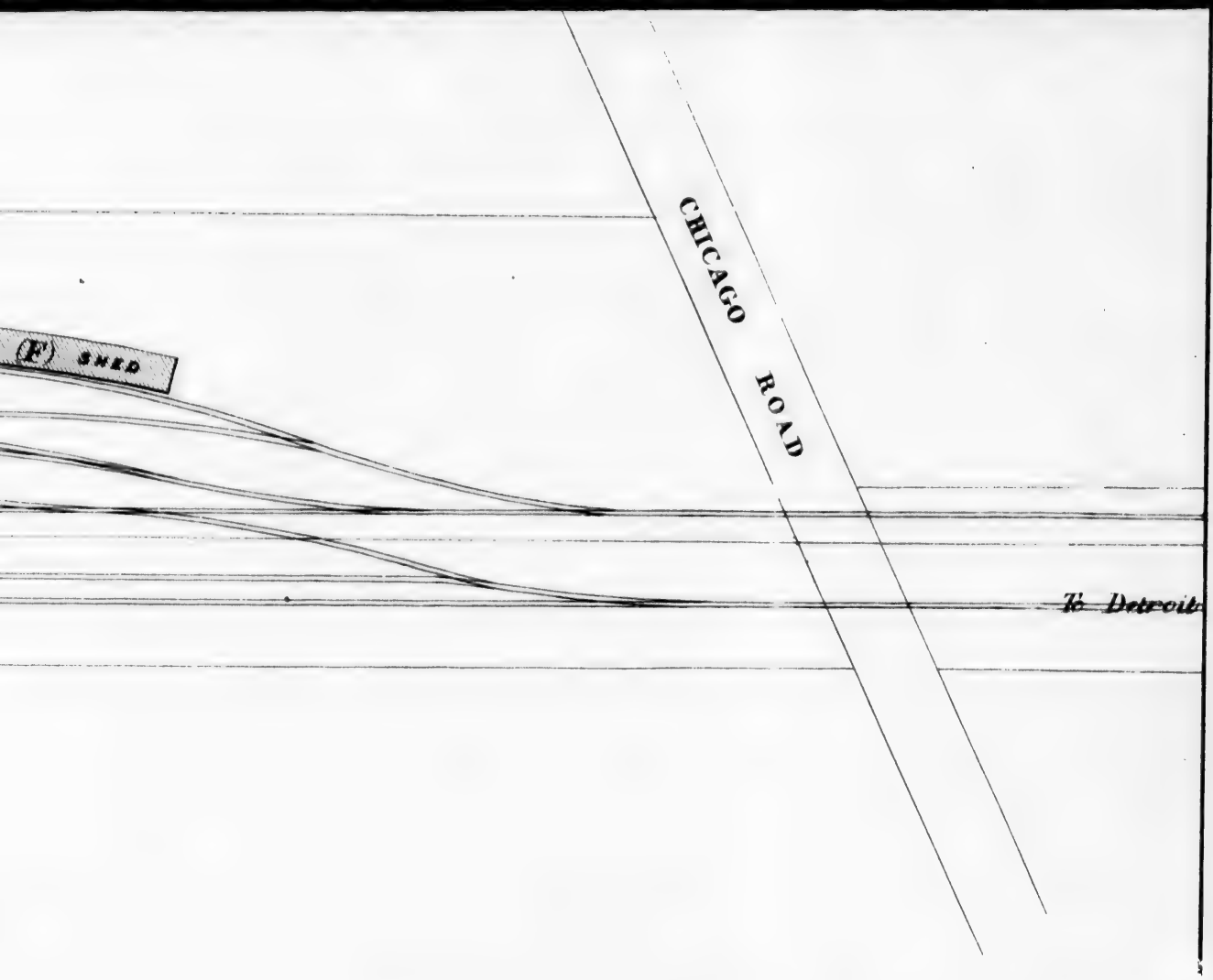


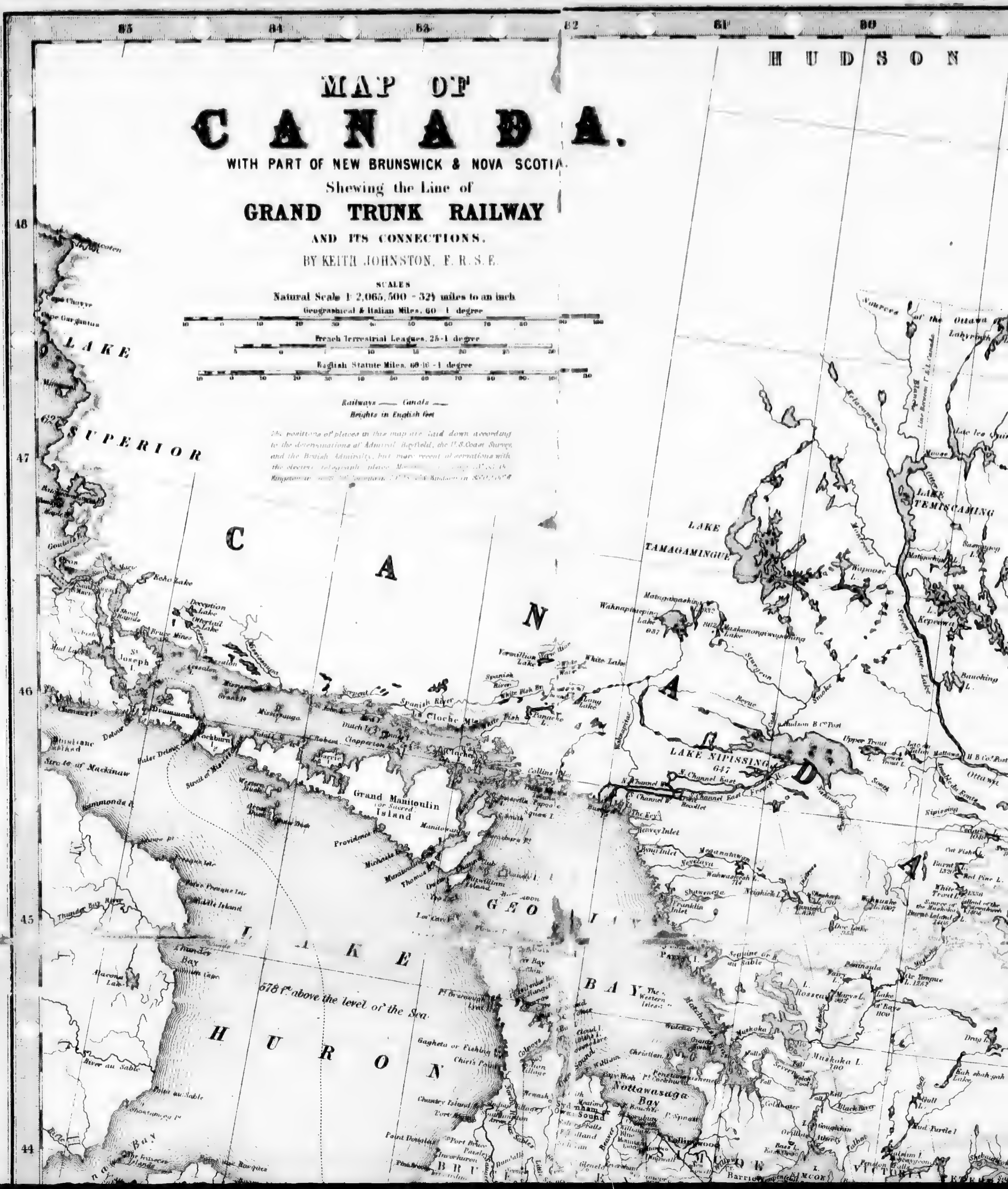

MICHIGAN CENTRAL RAIL-ROAD
PASSENGER HOUSE
Baggage Shed 50×20
Baggage Shed 50×20
from Chicago & Cincinnati
to Detroit


TRANSHIPPING SHED (A)
TRANSHIPPING SHED
Baggage Shed 50 x 20
Baggage Shed 50 x 20
DETROIT
to Detroit

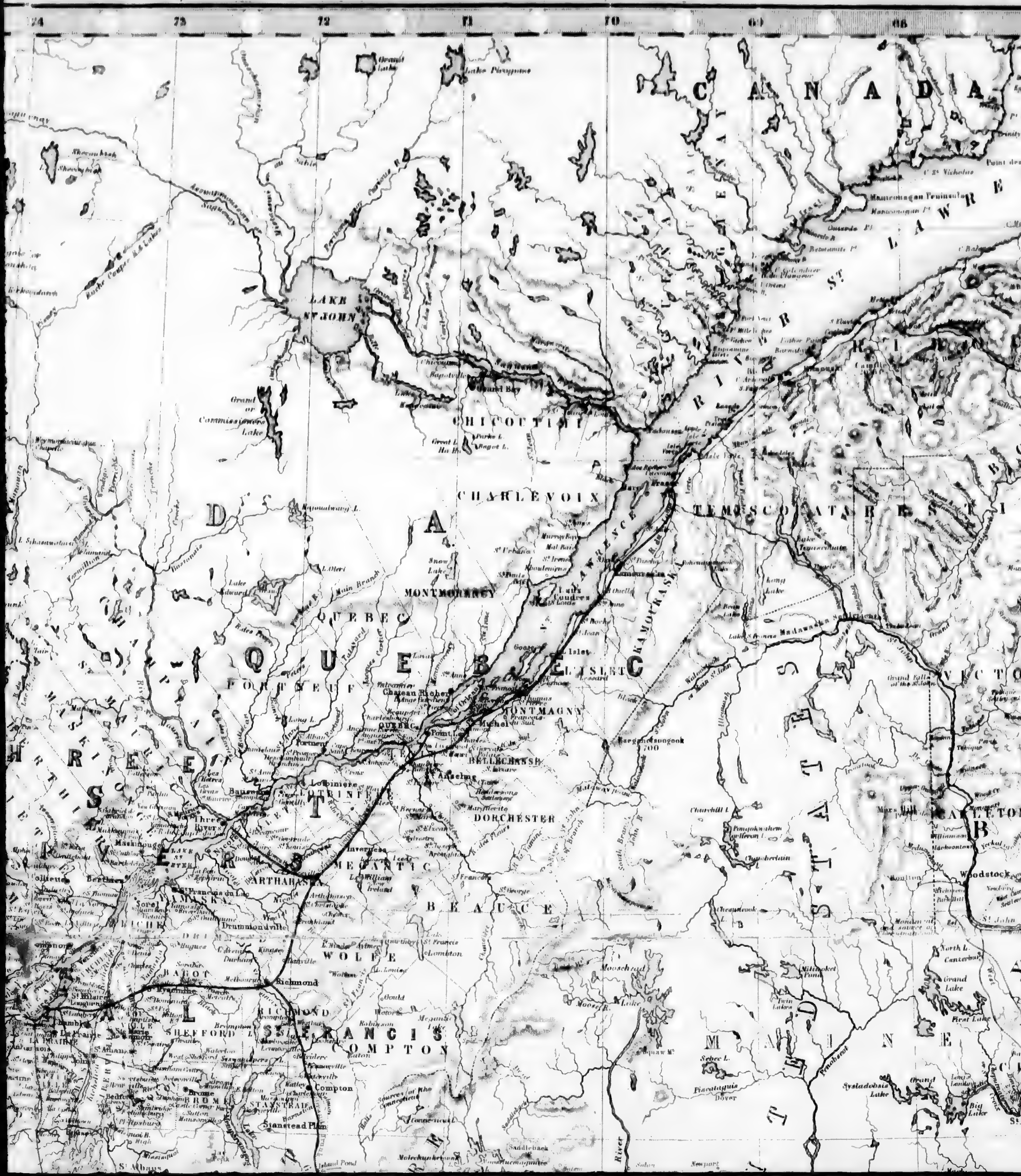

WOOD (E) SHED
ED (B) 500 ft long 15 ft wide
MONROE AND TOL


SHED
ENGINE HOUSE
(D)
WOOD (F) SHED
15 ft wide
AND TOLEDO RAIL-ROAD


CHICAGO ROAD
(F) SHED
To Detroit

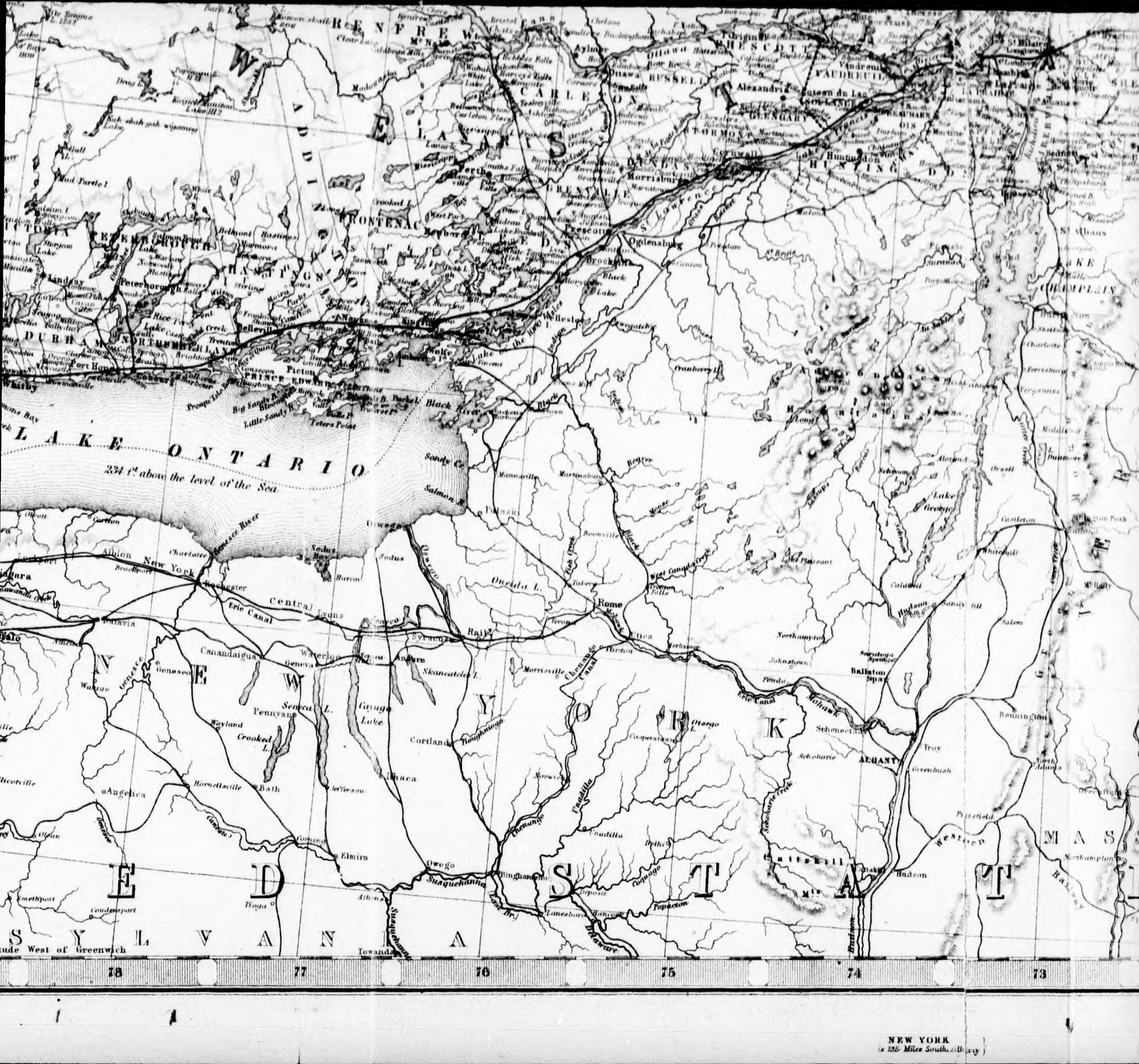

MAP OF
CANADA.
WITH PART OF NEW BRUNSWICK & NOVA SCOTIA.
Shewing the Line of
GRAND TRUNK RAILWAY
AND ITS CONNECTIONS.
BY KEITH JOHNSTON, F.R.S.E.
SCALES
Natural Scale 1: 2,065,500 = 32½ miles to an inch
Geographical & Italian Miles, 60 = 1 degree
French Terrestrial Leagues, 25 = 1 degree
English Statute Miles, 69·16 = 1 degree
Railways —— Canals ——
Heights in English feet
HUDSON
LAKE SUPERIOR
CANADA
LAKE HURON
578 ft. above the level of the Sea
GEORGIAN BAY
LAKE TEMISCAMING
LAKE TAMAGAMINGUE
LAKE NIPISSING 647
Grand Manitoulin (or Sacred) Island
Strait of Mackinaw
Nottawasaga Bay
Muskoka L.
Spanish River
Cloche Mts.
Bruce Mines
St. Joseph I.
Drummond I.
Cockburn I.
Thunder Bay
Saginaw Bay
Owen Sound
Collingwood
Barrie
Penetanguishene
Christian I.
Lake Simcoe
Victoria
Bruce
Mattawa
White Lake
Vermillion Lake
Sturgeon
Upper Trout L.
Kipawa
The Western Isles
Parry I.
Muskoka

79
78
77
76
75
74
Longitude 77° West of Paris
SON BAY CO: TERRITORY
Northern Boundary of Canada
CANADA
LAKE TEMISCAMING
GRAND LAKE
Long Lake
Grand Lake
L. Mantalagouse
Outineau
Mishomakane
Mekoubish
Oktoppan
Golden L.
Big Lake
Round L.
Bauching L.
Kepeswa
Lac les Quinzes
Sources of the Ottawa
Labyrinth Lake
R. Jean de Terre
R. du Lievre
L. des Sables
Mattawa
H. B. Co's Post
Ottawa or Grand River
Boundary between Upper
Sipissing
PONTIAC
OTTAWA
MONTCALM
JOLLIETTE
THREE RIVERS
L. Manwagemon
Portage du Fort
Clarendon
Bristol
Aylmer
Chelsea
Buckingham
Ottawa
RUSSELL
CARLETON
Alexandria
GLENGARY
Cornwall
Huntingdon
Morrisburgh
Prescott
Perth
Lanark
RENFREW
FRONTENAC
GRENVILLE
Sorel
Berthier
Maskinonge
St. Albans
Bedford
St. Lawrence


74
73
72
71
70
69
68
CANADA
LAKE ST JOHN
Grand Lake
Lake Pipmuakan
Manicouagan Peninsula
RIVER ST LAWRENCE
Grand or Commissioners Lake
Grand Bay
CHICOUTIMI
CHARLEVOIX
Snow Lake
Lake Edward
MONTMORENCY
QUEBEC
PORTNEUF
Chateau Richer
Quebec
Point Levi
MONTMAGNY
BELLECHASSE
DORCHESTER
L'ISLET
KAMOURASKA
TEMISCOUATA
Lake Temiscouata
Madawaska Settlements
Grand Falls of the St. John
Lotbiniere
LOTBINIERE
Three Rivers
THREE RIVERS
Lake St Peter
Nicolet
Inverness
MEGANTIC
ARTHABASKA
BEAUCE
St Francis du Lac
YAMASKA
Sorel
Drummondville
Durham
DRUMMOND
BAGOT
WOLFE
Melbourne
Richmond
RICHMOND
ST FRANCIS
SHEFFORD
COMPTON
Compton
BROME
STANSTEAD
Stanstead Plain
Bedford
St Albans
Moosehead Lake
Squaw Mt
Sebec L.
Dover
Saddleback
Churchill L.
Chamberlain
Millinoket Pond
Grand Lake
North L.
Woodstock
Houlton
Mars Hill
CARLETON
VICTORIA
MAINE
STATES
UNITED

ANTICOSTI ISLAND
(To Canada)
LAWRENCE
EAST
CHALEUR BAY
Dalhousie
Carlisle
Shippegan I
Tracadie S. Gully
MAGDALEN
Grindstone
Amherst I
NORTHUMBERLAND
MIRAMICHI BAY
Chatham
Richibucto
Liverpool
PRINCE EDWARD ISLAND
Egmont Bay
Bedeque Bay
Shediac
WESTMORELAND
Dorchester
Hopewell
Pictou I
Woodstock
FREDERICKTON
Gagetown
Chignecto Bay
C. Chignecto
Basin of Mines
Grand Lake
St. Andrews
Campobello I
Ship Harbour
Lake
Mayo Harbour
Pasamaquoddy B.
Chaudiere Cove
Mountains
Oak Hill
Bay of Fundy
Longitude 68° West of Paris
North Point
South Point

Engraved & Printed


LAKE ONTARIO
234 ft. above the level of the Sea
NEW YORK
STATE
SYLVANIA
Longitude West of Greenwich
78
77
76
75
74
73
LAKE CHAMPLAIN
FRONTENAC
PETERBOROUGH
HASTINGS
DURHAM
NORTHUMBERLAND
PRINCE EDWARD
RENFREW
LANARK
CARLETON
RUSSELL
PRESCOTT
VAUDREUIL
GLENGARY
STORMONT
DUNDAS
GRENVILLE
HUNTINGDON
Ogdensburg
Prescott
Brockville
Kingston
Picton
Cobourg
Port Hope
Whitby
Lindsay
Peterborough
Belleville
Perth
Cornwall
Alexandria
St. Albans
Plattsburg
Rochester
Batavia
Albion
Lyons
Syracuse
Auburn
Geneva
Waterloo
Canandaigua
Rome
Utica
Oswego
Pulaski
Watertown
Sacketts Harbour
Erie Canal
Central
Rail
Oneida L.
Cayuga Lake
Seneca L.
Crooked L.
Skaneateles L.
Cortland
Ithaca
Elmira
Owego
Binghamton
Bath
Angelica
Hornellsville
Norwich
Unadilla
Deposit
Albany
Troy
Schenectady
Ballston Spa
Saratoga Springs
Johnstown
Fonda
Cooperstown
Schoharie
Greenbush
Hudson
Bennington
Pittsfield
Northampton
Castleton
Whitehall
Salem
Lake George
Burlington
Vergennes
Middlebury
Susquehanna
Delaware
Chenango
Mohawk
Hudson
Towanda
Athens
Smethport
Coudersport
Tioga
Catskill Mts.
Western Railway
MAS
Lanesboro
NEW YORK
is 135 Miles South Albany

SHEFFORD
COMPTON
ST FRANCIS
Richmond
Compton
Stanstead Plain
St Albans
LAKE CHAMPLAIN
MONTPELIER
Mt Washington 6,428
MAINE
AUGUSTA
Norridgewock
Farmington
Bangor
Kennebec River
Newport
Belfast
Ellsworth
Machias
Grand Lake
Portland
C. Elizabeth
C. Porpoise
Wiscasset
Topsham
Sebago Lake
Monhegan I.
Matinicus Is
Mount Desert Rock
Frenchmans Bay
Kinnepisaukee Lake
Alton Bay
Plymouth
CONCORD
Dover
Rochester
Candia
Manchester
Portsmouth
Exeter
C. Neddock
Newport
Henniker
Bennington
Troy
North Adams
Greenfield
Pittsfield
Fitchburg
Newburyport
Merrimac
Ipswich
Cape Ann
Salem
Concord
MASSACHUSETTS
MASSACHUSETTS BAY
BOSTON
Scituate
Northampton
Worcester
Springfield
Western Railway
Cape Cod
Castleton
Whitehall
Lake George
Orwell
Middlebury
Vergennes
Burlington
Charlotte
Ferrisburg
Wells River
Haverhill
105 miles
A T L A
UNITED
NEW HAMPSHIRE
VERMONT
STATES
SCALES
Natural Scale 1: 2,065,500
Geographical & Italian Miles, 60
French Terrestrial Leagues, 25
English Statute Miles, 69
Railways
Canals
Heights in English feet
73
72
71
70
69
68
YORK
South Albany

W & A.K. Johnston, Edinburgh.